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AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, SEPTEMBER 18, 1858.

Second Quarto Series, Vol. XIV., No. 38.---Whole No. 1,170, Vol. XXXI.

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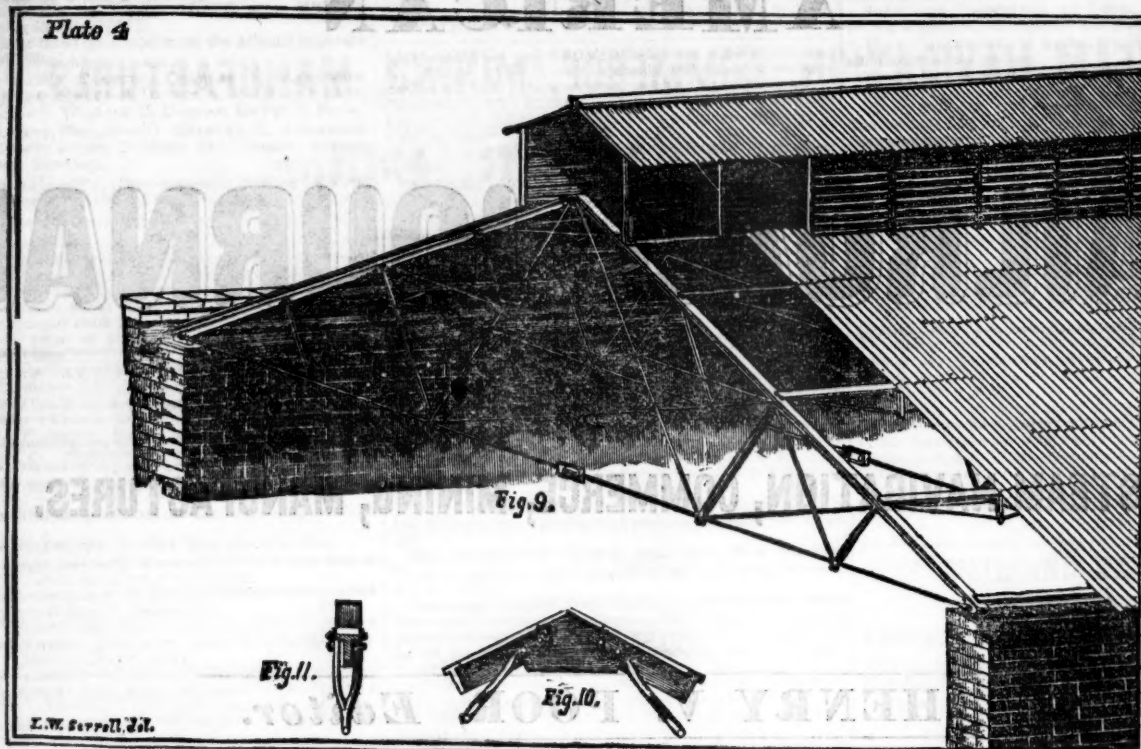
NEW-YORK:

PUBLISHED WEEKLY, BY

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Messrs. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the Journal.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, September 18, 1858.

English and American Railroad Management—How It is to be Reformed.

(Editorial Correspondence of the R. R. JOURNAL.)
LONDON, August 25th, 1858.

It is easy to see why English railroads have cost so much. In their construction, their probable income has exerted no influence over the amount expended upon them. A road is commenced. An engineer takes charge of it, and constructs it according to his ideas of what a road should be. Enormous sums are wasted in Parliamentary and legal expenses, in extravagances of one kind or another, and in immense profits paid to contractors. It often happens both in England and America that the actual amount expended upon a road makes only a small portion of its capital account. It used to be thought that roads could be made for a very small sum over the level prairies of Illinois. Yet we find such roads costing twice their original estimates. In America the great check to engineering extravagance has been the difficulty of getting money. Another reason why American roads have cost so much less than English, is due to the exercise of a healthy popular sentiment. In America, railroads are built for the people, and an excessive cost is regarded as imposing indirectly an excessive tax levied upon the community. If a railroad costs \$10,000,000, where it should cost \$5,000,000, the excess is felt to be a tax upon commerce and traveling. But such considera-

tions, unfortunately, exert little or no influence in this country. In America the proposition for a railroad arouses the attention and excites the interest of every man in reach of it. The popular voice, to a very great degree, controls the action of the Directory. In England three-fourths of the people look upon a similar proposition with stolid indifference. The class that bears the burdens of society in this country feel very little interest in the public expenditures. The manner in which any public work is carried out is controlled by the habits, tastes and sympathies of the privileged classes. In the State of Indiana, for example, there are probably but few dwelling houses or public buildings that have cost more than \$15,000 or \$20,000. It is not to be expected, therefore, that the cost of the best station houses on its railroads would far exceed in style and cost the best structures to be found in the State. But in England the leading stations come up to the best standards in the country for comfort and excellence. It would be thought hardly respectable for a nobleman to be booked at a station that did not, though in a different way, display the elegance and style of his own residence. The metropolitan stations in this city from which the Queen is accustomed to start on her journeys, have apartments fitted in regal style, with a train to match. I remark upon these things for the purpose of showing why railroads have necessarily cost so much more in England than in America. As a traveler, I do not complain; but were I a stockholder, I should feel that much of what is gained in elegance and comfort, is lost to the pocket.

Another great obstacle to the success of railroads in both countries is the fact that they are controlled by joint stock companies. Were they owned and managed by individuals, they would, I have no doubt, become the most remunerative investments for capital. We are ridden to death in America by such companies. It is an axiom that corporations have no souls. They certainly have more soul than sense. Now in business, there is no success that is not earned—that is not the product of good sense united to steadiness of purpose, kept alive and active by a direct interest in the result—of a person's labor or efforts. The servants of a joint stock company seldom bring with

them such qualities as these. Their chief motives seem to be to get the largest wages with the least service. That our manufacturing establishments in America are almost entirely carried on by joint stock companies, is one of the reasons for their want of success, compared with English manufacturers. All, or nearly all, the great iron making establishments in this country are the properties of individuals. Hence they undersell American manufacturers, though protected by duty and charges equal to 50 or 60 per cent. on the cost of the manufacture. The same may be said of the cotton mills. They are mostly owned by individuals, who are enabled, by their superior skill and economy, to import from us our cotton, and undersell us in every market in the world. As I have before remarked—if we would reform our railroad management, and bring it to the state of efficiency and economy, we must supply to every person employed, the motives and sanctions that are necessary to, and achieve success in, the ordinary walks of life. Till this can be done on our railroads, we may set it down that we are a long way from good management and success.

While the United States have a great advantage over this country in the construction of railroads, I think that reforms in their management will also take place much more promptly there than in England. In the latter country, the social position of a gentleman will often place him at the head of a railroad. For illustration:—The chief executive officer of the London and Northwestern Railroad, a road which has cost \$165,000,000, is the Marquis of Chandos, a most excellent person and universally esteemed. But it is not too much to say that he has no training in the duties that should belong to such a position. He is probably incompetent to decide upon the qualification for his duties of a single subordinate officer. To see the incongruity of such relations, we have only to imagine this gentleman to be transferred from his present position to the charge of the largest iron establishment in Wales. Would not such a translation be taken as full evidence, that, under the new management, the iron establishment would inevitably break down, for the simple reason that no establishment of the kind could succeed unless the chief manager of the concern "understood," as sailors say, "every rope in the ship,"—unless he

was a perfect master of his craft? How then can such a complicated concern as a Railway hope to succeed unless the chief executive embodies in his own experience the qualifications of every person occupying an important position on it, and who is the connecting link between all departments and the main spring of their action? It will take Englishmen much longer to discover these things than Americans, because here the accident of birth is imputed to a man for righteousness, sense, and every valuable quality. The commercial and manufacturing greatness of England has not been achieved by men born to a high rank, or coming from noble blood. It is the working man who has achieved this greatness; and it is he who has taught the former that useful positions in life may reflect honor upon those born to the highest social distinctions.

Minneapolis and Cedar Valley Railroad.

In the recent report made by the Chief Engineer, Lawrence Kellett, of the above road, to the Directors containing an estimate of cost of construction, equipment and the location of the road, we learn that the projected route traverses a level country from Minneapolis to Fort Snelling, where it crosses the valley of the Minnesota river, near its junction with the Mississippi. The valley here is 4,050 ft. wide, the grade line being 107 feet above the summit level of the water, affording ample passage for the largest steamboats. It passes thence west of Pilot Knob two miles, with an ascending grade of forty feet to the mile; thence over an undulating prairie, for four miles through oak openings. On this latter portion of the route there is a considerable quantity of heavy earth-work, deep and usually short cuts and fills alternating. Thence, after traveling Vermillion Prairie, it passes for above a mile through Poplar Grove, situated on a ridge 102 feet above the Valley of the Vermillion Creek. Descending thence and crossing Chubb Creek Prairie, it enters the "Big Woods" two miles north of Northfield, and continues through these for fourteen miles, passing through Northfield and crossing Cannon river at Faribault. Thence ascending to the prairie, it proceeds over undulating ground, crosses Straight river at Owatonna, and thence ascends to the table land, whence flow in opposite directions the Zumbro, Cedar, Le Seur and Straight rivers. Continuing in a course almost direct and chiefly over gently undulating prairies, it proceeds to the southern boundary of Minnesota, by Austin, near which it crosses Cedar river, and terminates on the south side of section 26, Township 104 North, Range 18 West of the 5th principal meridian.

Southward from Owatonna there is no expensive work. The length of the road is about 112 miles. The curves are few and easy. The maximum grade is forty feet per mile.

Besides the Minnesota river, the only streams of any magnitude which the line crosses, are Cannon, Straight and Cedar rivers. These require bridges of 120 feet span. The smaller water courses, which it crosses, are the Minnehaha, Vermillion, Chubb, Wolf, Mud, Crane and Rose Creeks, requiring bridges from 40 to 80 feet span.

It is estimated that the whole cost of construction, equipment, etc., will be about \$3,097,937, or \$27,660 per mile. The lands donated by Congress to this road, it is believed, will more than cover the expenditure. This road when completed will connect with the Mississippi and Pacific railroad, the Southern Mississippi railroad and the Transit railroad, running west from the Mississippi to the Big Sioux river. From the southern terminus on the Iowa State Line outlets to the Mississippi, and thence to the great lakes, Canadas and the Eastern and Southern States, will be furnished by roads to McGregor, Dubuque and Clinton, towns on the Mississippi opposite the terminus of railroads already in operation from Milwaukee and Chicago.

From these three lines the distance from St.

Paul to Chicago does not differ much, being from 458 to 470 miles. In the summer season the through traffic from St. Paul will be large, as inferred from the fact that the steamboat arrivals there last season were 829, showing an average annual increase of 350 per cent. since the year 1846, when the arrivals at St. Paul were 24. In 1854 the arrivals were 256.

An important item of trade will be the transportation of large quantities of lumber from the mills at the Falls of St. Anthony, to Iowa and Southern Minnesota, while the trains will return laden with coal, the product of the country traversed by the Dubuque and Pacific railroad.

Any one acquainted with the fertility of Southern Minnesota must perceive that railroad communication with the great lakes, the Northern Pine region, and the extensive coal fields of Iowa, is alone required to concentrate there a numerous population, furnishing a large surplus of products for transportation.

In view of the actual development of the country, with which the Minneapolis and Cedar Valley railroad is connected, and the expanding prospects that present themselves, it must be regarded as an important link, in one of the most prominent channels of commerce of the North-West.—*Western R. R. Gazette.*

East Tennessee and Georgia Railroad.

The stockholders of this road assembled at their office in Athens on 1st inst. Col. Wm. Heiskill was chosen President of the Convention, and M. P. Jarnagin appointed Secretary. The vote was unusually large—including the stock subscribed by the Nashville and Chattanooga road—amounting in all to over 600 shares. Col. Wm. H. Sneed entered a protest against the stock owned by the Nashville and Chattanooga Railroad being voted. An attempt was made to prevent the holders of old proxies from voting, but the Convention thought that vested rights could not be interfered with. They did, however, resolve that proxies should remain valid hereafter for one year and no longer. The Treasurer was ordered to make publication quarterly of the receipts and expenditures of the Company.

The reports of the officers were quite voluminous. Earnings for the last year, \$264,959 39; expenditures, \$108,764 36—net earnings, \$156,195 03. On the Cleveland Branch \$594,115 90 have been expended, and \$273,094 25 for completion yet required by the estimates. Twelve miles and a half are in the best possible running order from Cleveland towards Chattanooga. No superior superstructure can be found in the South. The increase in receipts was \$37,596 47, and the decrease of running expenses \$13,609 91, as compared with last year—making increased net earnings \$51,203 38.

The President's report contains a very full exposure of the Company's affairs from the beginning—showing total cost, earnings, expenses, assets and liabilities.

At the last convention a committee was appointed, with instructions to make a full and thorough investigation into the condition of the Company, from its organization until the present. That committee reported at great length to this meeting. The report exhausts the whole subject, and enables the stockholders to inform themselves as to the precise condition of their property. If any complaints have been made as to want of information, they need complain on that score no longer. There is no material discrepancies between this and the President's report.

The following gentlemen were elected Directors for the next twelve months:

C. Wallace.....	6,078 votes.
Thos. C. Lyon.....	6,078 "
W. B. Reese.....	6,058 "
Thos. H. Callaway.....	6,060 "
Robert Sneed.....	6,058 "
W. S. Callaway.....	6,058 "
E. Waterhouse.....	6,080 "
Thomas Barrett.....	6,058 "
V. K. Swenson.....	6,058 "

—*Knoxville Register.*

Ohio Life Insurance and Trust Company.

We give below an abstract of the Report of the Assignees of the Ohio Life Insurance and Trust Company to its creditors, bearing date Cincinnati, August 31, 1858. It is stated to be impossible, owing to confused accounts, sheriff's attachments, law suits, erroneous entries, etc., etc., to give a full and correct statement. The Report says:—

The Assignees may never be able to ascertain the exact truth connected with the property covered by the assignment, but as soon as these vexatious law suits are determined, and the Assignees can convert the assets under their control, they will be able to close up the trust.

The figures which represent the value of the Stocks, Bonds, and Doubtful Debts, rest on mere estimates of value, and these assets may, when converted, realize more or less than the estimates. Some of these will bring more now than they would have brought had a sale been forced at an earlier period. The Assignees have taken steps to enforce the collection of the Bills Receivable, and to place the other securities in condition to be disposed of, as opportunities may offer, without too great a sacrifice.

OHIO LIFE INSURANCE AND TRUST COMPANY AT CINCINNATI.

Liabilities, Banking Department.

Circulation	\$4,000 00
Dividends unpaid.....	6,863 00
Assignee's Certificates.....	\$128,175 77
Less issued for N.Y. Ag'cy, 47,507 69	
	80,668 08
Office Checks on New York.....	38,698 30
Certificates Deposit	22,164 44
Individual Depositors	262,531 97
Due to Banks, etc.....	35,519 16
	\$450,444 95

Liabilities, Trust Department.

Certificates of Deposit.....	\$273,308 66
Life Policies	25,000 00
	298,308 66
	\$748,753 61

Assets, Banking Department.

Bills Receivable	\$198,896 58
Estimated bad	17,500 00
	\$181,396 58
Estimated good	\$45,705 91
Offsets claimed	135,250 00
Held under attachments	440 67
Suspended Debt	\$41,522 09
Estimated bad	15,844 23
	\$25,677 86

Estimated good	21,141 80
Offsets claimed	4,536 06
Due from Banks, etc., held under attachments	100,908 63
Bonds, estimated at	18,700 00
Cash	93,390 56
Used for redemption of 100 bonds C., H. & D. R. R. Co., \$63,022 50.	
	\$420,073 63

Assets, Trust Department.

Bills rec'v'able.....	\$229,173 86
Estim. bad. 126,226 90	
	\$102,947 66
Estimated good	\$88,334 99
Offsets claimed	2,197 93
Held under attachments, 12,414 74	
Real estate.....	31,658 00
Held under attachments, 24,133 34	
Bonds, estimated at	83,600 00
Nashville Ins. and Trust Co. 60,000 00	
Less fees and expenses ...	21,000 00
	281,839 00
	\$701,412 63

AT NEW YORK.	
<i>Liabilities.</i>	
Banks and others,	
Amount claimed ...	\$1,768,759 59
Admitted	\$1,459,427 40
Disputed	309,332 19
Assignees' Certificates	47,507 69
Collection paper	\$488,240 94
Loss—say 25 per cent.	122,060 24
	\$1,938,327 52
<i>Assets.</i>	
Loans	\$493,697 92
Bad	302,245 92
	\$191,452 00
Offsets claimed	\$12,250 00
Held under attachments	179,202 00
Bills receivable	\$223,227 43
Bad	48,704 69
	\$174,574 84
Offsets claimed	34,094 00
Held under attachments	140,480 84
Receiver of Superior Court, N. Y.	
Bills receivable	\$27,310 44
Offsets claimed	1,213 69
Held under attachments	26,096 75
Banks and other correspondents	\$833,348 86
Doubtful and bad	759,100 52
	\$74,248 34
Good	15,507 37
Held under attachments	27,087 13
Offsets claimed	31,653 84
Suspense account, valueless	\$241,878 86
Individual accounts	817,857 94
Held under attachments	3,514 78
Doubtful and bad	\$814,343 16
Bonds,	
Held und'r att'chm'ts, \$214,900 00	
Unincumbered	92,050 00
	\$778,050 40
CINCINNATI OFFICE.	
Dr.	
Capital Stock	\$2,000,000 00
Other liabilities	748,753 61
	\$2,748,753 61
CR.	
Estimated value of assets	\$701,412 63
Claims against the New York agency	2,109,983 60
	2,811,396 23
Excess	\$62,642 62
NEW YORK AGENCY.	
Dr.	
Present liabilities	\$1,938,327 52
Claims, paid by Cincinnati Office. .	2,109,983 60
	\$4,048,311 12
CR.	
Estimated value of assets at New York agency	778,050 40
Loss or excess of liability. \$3,270,260 72	
CONDENSED STATEMENT.	
Liabilities at Cincinnati	\$748,753 61
Liabilities at New York,	
admitted	\$1,628,995 33
Disputed	309,332 19
	1,938,327 52
	\$2,687,081 13
Offsets at Cincinnati ...	\$141,983 99
Do. New York ...	79,211 53
	\$221,195 52
Attachm'ts,	
Cincinnati. \$137,897 88	
N. York. 591,281 50	
	729,178 88
	950,874 40

Uncovered	\$1,786,706 73
Assets at Cincinnati ..	\$701,412 63
Do. New York.	778,050 40
	\$1,479,463 03
Deduct as above	950,874 40
	\$529,088 63
Remains to meet uncovered claims	

Commerce and Trade.

We extract from the Philadelphia Ledger the following statistics:

Let us turn our attention to the enormous extent of the commerce and trade of the United States, see whence it is derived, what part of the country has the greatest share of it, and how is it enriched thereby. The imports and exports for the thirty-seven years preceding 1858, were as follows:

	Imports.
Merchandise	\$5,001,835,757
Coin and Bullion	305,967,542
Total	\$5,307,803,299
	Exports.
Domestic Produce	\$4,054,792,132
Foreign Merchandise	503,888,890
Coin and Bullion	505,724,276
Total	\$5,464,405,298

New York has imported \$3,133,878,328 of this amount of importations, or three-fifths of the whole sum, which has been distributed over the United States in sales or in exchange for the produce of the country, brought over her railroads and canals, and in her coasting steamers. The three States of Massachusetts, New York, and Pennsylvania, have

Imported	\$4,442,217,823
Exported	2,305,130,056

Excess of imports

Whence came the means to pay this excess, or discharge this great debt? It came from the agricultural productions of the South and West. The three States of Maryland, South Carolina and Louisiana have, in the period mentioned,

Exported	\$1,775,370,053
Imported	636,475,472

Excess of exports

This excess was furnished by the following States:

Maryland	\$12,962,950
South Carolina	301,353,485
Louisiana	824,578,146
	\$1,138,894,581

Out of the whole domestic produce exported, amounting to \$4,054,792,132, three articles of Southern production furnished, besides supplying the home consumption, more than one-half the amount, as follows:

Cotton exported	\$2,090,205,952
Tobacco "	301,209,386
Rice "	81,209,386
Total	\$2,472,624,724

In addition to this, the breadstuffs and provisions sent forward from the West in value amounted to \$872,690,109, making a grand total of \$3,345,314,833, and leaving only \$709,477,299 as the contribution of the manufactures and produce of the Northern States to the exports of the country. The South and West then supply the materials of exportation, to purchase the foreign commodities imported into Northern cities, and constituting our external commerce.

These foreign importations, and the domestic manufactures supplied to the South for consumption, constitute the trade and business of the country, and require the vast machinery of railroads and canals to transport from one section to the other.

Pacific (Mo.) Railroad, and the Overland Mail to California.

We take the following interesting communication from the St. Louis Republican, of Sept. 10th

SPRINGFIELD, Mo., September 4.

MR. EDITOR—Availing myself of a few days of leisure, I left St. Louis to look at the Pacific railroad, South-west Missouri and North-west Arkansas. Whilst I cannot praise the location of the main line of the Pacific railroad, between St. Louis and Tipton, I could not but notice, when passing over it, the strength, solidity and smoothness of the whole of it, except a few miles at the western end, which as yet remains unballasted. The completion of the road from Tipton to Kansas will probably be insisted upon by the people upon its line; the country to be penetrated being similar in productiveness to the lands contiguous to other Western roads, like pecuniary results may be expected. The trade of the Platte country and of Kansas Territory will find an outlet to St. Louis by way of the St. Joseph and Hannibal and the North Missouri railroads. By the same route will the Salt Lake, as well as the Kansas and Nebraska mails, be conveyed to St. Louis. The extension of the St. Joseph and Hannibal road westerly to Topeka, and thence up the Kansas Valley to the Forks of Kansas, will give St. Louis direct and easy access to all of Kansas now possessing trade worth having. This railroad extension from St. Joseph may be confidently expected—a company to effect it, and of which Hon. W. P. HALL is President, having been organized some months since, and applied to Congress, with reasonable hopes of success, for a grant of public lands to aid in constructing it. This will be of great advantage to St. Louis, especially if the North Missouri Railroad Company build a railroad bridge over the Missouri river at St. Charles.

Tipton, or Syracuse, will become considerably important, inasmuch as the trade of South-west Missouri will reach the main line of the Pacific railroad at one of those points, and continue to do so for an indefinite period of time. At one of those points, (probably Syracuse, which is near the place known as Gilroy,) the Overland Mail Stages, conveying the St. Louis and San Francisco mail, will make their connection with the Pacific railroad.

A few words may be interesting in relation to the Overland Mail, especially as they are said after having conversed considerably with JOHN BUTTERFIELD, Esq., the President of the Company, and HUGH CROCKER, Esq., General Superintendent of the line from El Paso to Fort Smith, and of the lines from thence to both St. Louis and to Memphis.

The length of the line is about as follows, viz.:

	Miles.
From St. Louis to Syracuse, Springfield, and Fayetteville to Fort Smith on the Arkansas River	482
From Fort Smith to Colbert's Ferry, below Preston, near Sherman, in Texas	205
From Fort Sherman, or Colbert's Ferry, (18 miles from Preston,) to Fort Belknap, on the Clear Fork of Brazos	146½
From Fort Belknap to Fort Chadbourne	136
From Fort Chadbourne to Pecos river, and thence to Pope's Camp near the Pecos	231
From Pope's Camp to Franklin (opposite El Paso)	172½
From Franklin, through Arizona, to Fort Yuma	610½
From Fort Yuma, through the Tejon passes, to San Francisco	664

Total distance from St. Louis to San Francisco

The probable distance from Memphis to Fort Smith, (by the land and river route, which will have to be followed for the present,) is about four hundred miles; the miles actually traversed by the stages, each trip, each way, will exceed three thousand. This immense distance is traveled twice a week, each way, in twenty-five days. The stages leave St. Louis, Memphis, and San Francisco every

Monday and Thursday mornings at 8 o'clock; they carry passengers for \$200 from San Francisco to St. Louis, or to Memphis, or ten cents per mile for way passengers, each passenger providing his own food at his own expense as is usual on other stage lines. Over much of the route the stages pass through settlements which furnish houses of entertainment; the number of these will rapidly increase under the active influence of the Overland Mail Company. Already numerous applications have been made to the Company for passages in their stages; many of these come from as far East as Ohio, and some even from New York. Southwest Missouri has presented many applications—*this city alone furnished for the first trip more passengers than the Company were willing to take on a first trip.* The enterprise, so far as amount of business is concerned, will prove a perfect success. I think the Company will make the journey from St. Louis to San Francisco in twenty-five days, as required by contract; though, it is proper to add, nearly everybody who has traversed the mountains and plains believe otherwise—they think such an achievement impossible. I admit that at first success may not be attained, though I believe it will be. The recent advices give assurance that every part of the line will be in perfect readiness by the appointed day. And of the stock I will say this: the stages are far superior to any ever before ferried across the Mississippi river, and the same may be said of the superb spring wagons. The horses have been selected with great care, without regard to cost. I have seen a large number of them, and never before saw such costly and beautiful horses hitched to a stage. Surely such fine teams, driven by as fine a set of drivers as can be found in America, are destined to triumph over the difficulties interposed by nature upon the route to be traversed. Truly yours, &c.

The Cotton Crop of the United States.

The New York *Shipping and Commercial List* has published its annual statement of the Cotton crop of the United States, for the year ending August 31, 1858, as compared with the two previous years. We compile the following summary:

	1858.	1857.	1856.
	Bales.	Bales.	Bales.
New Orleans	1,576,409	1,435,000	1,661,433
Mobile	522,364	503,177	659,738
Texas	145,286	89,882	116,078
Florida	122,351	136,344	144,404
Georgia	282,979	322,111	389,445
South Carolina ..	406,251	397,331	495,976
North Carolina ..	23,999	27,147	26,098
Virginia	24,705	23,773	20,458
At N. York overland.....	3,363	2,022	2,086
At Philadelphia do.....	3,275	1,236	7,938
At Baltimore do.	2,986	1,496	4,191

Total	3,113,962	2,939,519	3,527,865
Increase over crop of 1857, bales.....			174,443
Decrease from crop of 1856.....			413,883
Increase over crop of 1855.....			266,623

The crop of Sea Island, included in the above statement was as follows:

Florida, bales	25,685
Georgia	8,420
South Carolina	16,569

Total	50,494
Against 45,314 in 1856-'7; 44,512 in 1855-'6; 40,841 in 1854-'5; and 39,686 in 1853-'4.	

The following table will show the export to foreign ports for the year ending August 31.

	1858.	1857.	
Gr. Britain, bales, 1,809,966	1,428,870	Inc. 381,069	
France	384,002	Dec. 29,355	
North of Europe	215,145	Dec. 30,653	
Other ports	181,342	Inc. 16,710	
	<u>2,590,445</u>	<u>2,252,657</u> Inc. 337,798	

The following is an estimate of the home consumption:—

Total crop of the United States, bales .. 3,113,962

Add—

Stocks on hand 1st Sept., 1857:

In the Southern ports	23,580
In the Northern ports	25,678
	49,258

Makes supply of

Deduct therefrom—

Export to foreign ports, 2,590,555

Less, foreign included, 723

2,589,732

Stock on hand, Sept. 1, 1858:

In the Southern ports

In the Northern do.

102,926

Burnt at New York, Apalachicola and Galveston

Burnt and manufactured at Mobile and Charleston

2,578

Manufactured in Virginia, 15,088

18,377

2,711,035

Taken for home use north of Virginia

Do. Virginia and S. and W. of Va.

452,185

143,377

Total consumed in the U. S. (including burnt)

595,562

Journal of Railroad Law.

RESPONSIBILITY OF CONDUCTORS.—RAILROAD CROSSINGS.—LIABILITY FOR NEGLIGENCE.

Rauch vs. Lloyd.

This was a case recently tried in the Supreme Court of Pennsylvania. From a quite lengthy opinion rendered therein, by Judge Woodward, we take a brief outline of the material facts of the case, and the most interesting of the legal points decided.

The plaintiff was a minor, who sued for an injury which he alleged was caused by the negligence of the servants of the defendants. On the morning of the 9th of July, 1855, when he was about six or seven years of age, he was sent by his father who resides in Juniata street in Hollidaysburg, to a carpenter shop in the neighborhood for a basket of shavings. He was accompanied by another small boy. It was necessary for the boys to cross the Allegheny Portage railroad, which they did by the public crossing. On their return, they found this passage blocked up by a train of railroad cars. There were twelve or thirteen cars in the train, the hindmost, or the next to the hindmost car being on the crossing, and immediately behind this train there was a train of empty coal cars. The boys attempted to pass under the car that stood on the crossing, and whilst in the act of doing so, Green, who was McFadden's driver, having hitched horses to the foremost car, started the train and the wheels of one or more of the cars passed over both of the feet of the plaintiff, crushing them in such a manner, that to save his life, both legs had to be amputated.

The defendants, whom he sued for damages, were transporters on that railroad, having a warehouse at Hollidaysburg, and were the owners of the cars and lumber with which they were laden. Their agent or conductor, Patrick Hays, had brought the train to that point, had stopped them where the boys found them, and had gone to his breakfast, leaving them for half an hour with nobody in charge. It seems that the general usage of the road is for cars to run down from Gaysport

to the vicinity of the warehouse by their own gravity, and that they are hauled from where they stop to the proper warehouse by horses. McFadden keeps horses for this purpose, and serves not only these defendants, but all the transporters at Hollidaysburg.

The case was first tried in the Common Pleas of Blair county, and came up to the Supreme Court on a writ of error.

The instructions given to the jury by the Judge in the Court below, were the following:

1st. Assuming it to be true that the cars were unlawfully obstructing the public crossing or highway, that was not the direct or immediate cause of the injury, but the moving of the cars by McFadden's driver was the proximate cause, and that McFadden and his driver were not the agents of the defendants, for whose negligence the defendants would be responsible.

2d. That it was a question of fact whether, though the cars were on the crossing, they were an unlawful obstruction by the defendants or their servants. This would depend upon the question whether it might reasonably have been avoided.

3d. But assuming the defendants to have unlawfully obstructed the crossing, and that such obstruction was the proximate cause of the injury, the question recurred was there concurring negligence on the part of the plaintiff, or in other words, might it not have been avoided by the exercise of ordinary care by the plaintiff?

Upon these instructions, the ruling of the Court was as follows:

"1. Where there are no prescribed rules, the usage or Common Law of railroads makes the conductor the responsible agent in the conduct of the train.

It is of the last importance to all interests, both public and private, that the law should define with precision, to whom the custody and responsibility of a train of cars attaches. We hold that from the beginning to the end of the trip, whatever the motive power employed, the conductor, and nobody else, is the responsible party in possession of the train. To him the law looks for a strict observance of all the rules and usages of the road, and for a safe conduct of persons and property entrusted to his charge.

The engineer is occupied with his peculiar duties, the brakeman with his—but the conductor is the supervisor, director and governor of the whole. The entire trip is one thing. The clearance he obtains when he starts, he surrenders when the trip is completed. To accomplish it he employs the various agencies that are provided for him at the appropriate places, but for the purposes of the trip they become his agencies, as was very expressly ruled in *Peters vs. Ryland* 8 H. 502. Not that he makes a contract with each engineer and teamster every trip, but he employs them in pursuance of a general and systematized arrangement of the business of the road, the ultimate responsibility all the while resting on him, and through him on the owners and proprietors, whose servant he is.

This view of the office of Conductor, founded as it is, in both the *lex scripta* and the *lex non scripta* of the road, brings out its importance and high responsibility, and shows that he ought to be carefully selected, with special regard to the complicated and difficult trust he has to perform. But

it shows, also, that he is not to be permitted to shuffle off upon irresponsible shoulders the consequences of his management of a train of cars. Where a party has been injured by such a cause we are not to split up the mismanagement into proximate and remote causes, and placing only the latter to the account of the conductor, charge the former to engineers and muleteers.

The maxim *causa proxima, non remota, spectatur*, older than the Common Law itself, and very much older than the railroad era in which we live, is like most of the maxims of the law when properly applied, the ultimate conclusion of sound reason, but to apply it to a case circumstanced like the present would be warranted by no precedent, and would be subversive of that wholesome accountability to which the law holds them who use railroads for their own profit.

So far as concerned this plaintiff, the causes of his injury were not separable. They constituted mismanagement of the train, and that was one thing, the responsibility of which the law lays on the conductor and his employers. The hitching of the horses by Green (McFadden's driver,) and the starting of the cars at that unpropitious moment, was as much the act of the conductor in pursuit of his appropriate business and for the benefit of his employers, as if he had stood by and expressly ordered it. If he was not actually present to see that it was done properly, he should have been.

The cars were still in his legal possession the trip not being completed. The breakfast was no excuse for his absence, no substitute being left in charge of the train. His power and duties in respect to it were continuing and exclusive.

The stopping of the train was no more truly his act than the starting of it. McFadden's horses, on which, if we indulge in refinements, the responsibility of the proximate cause, would at least fall, were not, in point of law, more completely under the control of Green, than both horses and Green, and all others concerned in the transportation, were under the control of Hays, the accredited agent of the defendants.

Now, then, I am prepared to ask, if the same party is responsible for both causes; the proximate as well as the remote—what practical virtue is there in the distinction? Why take such a distinction?

What if it be founded in an ancient legal maxim, and what if by a very short definition we can call the stopping of the cars the remote cause of the plaintiff's injury and the starting them the proximate; all this avails nothing when we come to deal with the case in view of its appropriate principles of law of business, for then we see instantly that the conductor's liability is not to be measured by any such distinction.

But again, the nature of the business and the rules and usages of the road under which it was transacted, show incontestably that there were no two causes concerned in injuring to the plaintiff, but only one. Hays undertook to conduct the defendants' train from their starting point to their storehouse. He had a right to cross intersecting highways, but not so as to injure people lawfully travelling there. He executed his duty so negligently as to injure the plaintiff.

Now what law or logic justifies us in calling that one simple cause two? If we should resolve

the conductor's act into all its original elements; there would be many indeed, but the law does not deal with human conduct by such analysis, else it would hold the parent and schoolmaster responsible for the bad qualities of the thief or murderer.

The truth is the distinction upon which the Court ruled this part of the case has no applicability to it—is merely fanciful and tended only to embarrass the administration of justice. If the cars were wrongly moved by Green, it was because Hays was wrongly absent from them, and when the plaintiff complains of the original wrong, the secondary or consequential wrong is no answer to his complaint. (2 Casey, 116.)

2. We pass on to the second head of the Court's ruling. Were the cars unlawfully on the public crossing? Undoubtedly they were, because no authority is shown for their standing there. The 94 § rule of the Canal Commissioners forbids any car to be unnecessarily stopped or left standing on either of the main tracks of the railway, and of course a violation of this rule which also obstructed an intersecting highway was unlawful. The General Railroad Law forbids incorporated companies to obstruct highways, and the general policy of the law is equally opposed to transporters so using State works as to obstruct streets and roads.

What the Court meant by submitting this question to the jury, was, that they should inquire whether the obstruction was inevitable, but the evidence does not seem to justify such an inquiry. The conductor thinks there were cars on the track that hindered his going any further, but other witnesses deny this, whilst no one speaks of other cars being hauled away before Green hitched to this train. If there were cars on the track, they were in full sight of Hays, and he might have stopped above the crossing, or, what is a very simple arrangement for such occasions, he might have separated his train, leaving some cars above and some below the crossing.

We see nothing in the case to justify him in leaving the cars where he did, and for the time he did, and we think the Court should have declared the obstruction unlawful instead of submitting it as a question of fact to the jury.

3. The third and final subject of consideration relates to the instruction touching the negligence of the plaintiff. I quite agree with the learned Judge, that if the plaintiff had been an adult of ordinary prudence and discretion he would clearly have no right of action, for however blame-worthy the defendants may have been in leaving their cars, on the crossing, common prudence would have restrained him from attempting to pass under them, and an adult would be bound to use common prudence.

But that the same rule should not be applied to a child of tender years was so successfully demonstrated by Lord Denman in *Lynch vs. Nurdin*, C. H. & E. 30, and Eng. Com. Law R. 41, 423, and by C. J. Ledfield in *Robinson vs. Castle*, 22d Vermont R. 226, that I shall content myself with referring to their reasonings. Nor am I unmindful of the counter current of authorities in New York, 21 Wend. 615; 6 Hill, 592; 4 Comstock, 359; but the preponderance of both reason and authority will be found favorable to the true adjudication first named.

That every case is to be determined by its own circumstances, and that children are to be held

responsible only for the discretion of children seem self-evident propositions. A blind man is not bound to see, a deaf man to hear, nor a lunatic to reason, and yet they have a right to redress for injuries inflicted by the negligence of others—children of tender age are not responsible to the law, either criminally or civilly, and that for want of discretion. Of what imprudence was this little boy guilty? Living beside the railroad he had become familiar with cars, and had probably lost much of that instinctive dread with which they are regarded at first. Returning from this errand, and finding his road blocked up by cars, which being high freight cars would admit of easy passage under them, he probably did not stop a minute to reason on the danger. And if he did, the degree of danger would be as likely to attract as to repel him. With another case from Huntington county before us, at this moment, where a boy, under similar circumstances passed under instead of going around a train of cars, it is impossible for us to consider such conduct as unnatural.

If he had gone out of his track to place himself under the cars it might be accounted rashness even in a child, but pursuing his highway, he may well have supposed that the men who placed the cars there expected him to pass under them. Considering his age, and all the circumstances of the case, we see nothing that would justify the imputation of negligence or imprudence. He acted like a child, and he is not to be judged as a man.

In answer to this view, it is asked with some concern are transporters by railroad to be responsible for all the irrational animals that may get under their cars? Certainly not—if sheep or hogs, or children incapable of reasoning, are permitted to wander in forbidden places, we say not that railroad managers are bound to protect them; but if they are where they have a right to be, as on a public highway, and are injured by the fault of those in charge of trains, the liability is clear. The strength of the plaintiff's case is, that he had a right to pass along the highway, and the defendants had no right to obstruct it. He was in the exercise of a right in a manner not unreasonable or imprudent for a child, and they injured him by having stopped where they had no right to stop. This makes his title clear to damages, of the measure of which we say nothing, as no question was raised on that subject."

Judgment reversed and new trial awarded.

Sale of the Lexington and Danville Railroad.

This line is to be sold, by virtue of a decree of the Fayette Circuit Court, at Lexington, on the 18th prox. The sale will be on credits of 4, 8, 12, 16, 20 and 24 months, in equal instalments, the purchasers executing bonds, having the force of a judgment, bearing six per cent. interest from the day of sale, and with good security.

Possession of the property will be delivered immediately on compliance with the terms of sale. The railroad is completed and in running order from Lexington to Nicholasville, and this part of it is under a lease to the Covington and Lexington Railroad Company, terminable on six months' notice; and possession will be given by a transfer of the lease with the right to receive the future profits.

The road is also graded ready for the iron from Nicholasville to the river—and the Suspension Bridge, towers, and anchorage completed. There has been expended for construction on this road over \$700,000—at fair prices for labor.—*Cin. Com.*

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Share.	NAME OF COMPANY.	Length of Road.	Capital paid in.	Debt.	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Share.	
Atlantic & St. Lawrence	149	2,494,900	3,482,000	6,591,829	576,485	83,368	6	---	Brunswick and Florida, Ga.	30	161,887	463,648	538,640	In progr.	---	---	---	---
Androscoog & Kennebec	55	457,909	1,836,308	2,210,947	159,518	---	---	---	South Western	92	1,399,100	441,292	2,299,328	865,214	208,771	9	---	---
Kennebec & Portland	72	1,107,528	1,763,738	2,871,264	218,255	---	---	---	Tennessee and Alabama	30	309,754	626,889	679,906	53,776	29,406	---	---	---
Port. Saco & Portland	51	1,396,400	---	1,396,378	253,717	120,909	6	9 1/2	Tennessee and Mississ.	59	705,328	468,384	1,189,652	113,802	37,210	---	---	---
Boston, Concord & Montreal	93	1,806,032	1,104,596	2,848,977	329,767	174,025	16	---	Memphis and Charleston	257	2,228,177	3,495,288	5,572,470	642,022	334,504	---	---	---
Oncore	53	2,086,925	899,313	3,179,687	355,629	113,077	---	---	Mobile and Ohio	224	6,784,829	2,066,450	10,701,428	554,382	278,428	---	---	---
Oncore	35	1,600,000	8,242	1,412,578	317,050	125,664	6	45 1/2	Miss. Central	100	1,575,474	926,796	2,603,098	115,679	---	---	---	---
Northern, N. H.	82	3,068,400	408,286	3,068,400	365,890	165,996	4	45 1/2	Southern (Miss.)	82	1,000,000	1,400,000	2,400,000	264,255	150,789	---	---	---
Con't & Passumpsic Riv.	90	1,000,000	800,000	1,784,146	177,588	73,401	none	---	N. O., Opelousas & G. W.	80	2,800,000	750,000	3,577,525	284,178	127,450	---	---	---
Railroad & Burlington	117	2,233,376	4,158,369	4,575,396	384,125	77,201	none	---	N. O., Jackson & N.	130	4,035,000	1,815,610	5,850,000	189,008	---	---	---	---
Vt. Central & Vt. & Canada	122	6,350,000	5,283,299	9,752,055	803,328	160,570	none	---	Vicksburg, Shreveport & Tex.	20	851,293	4,447	831,521	In progr.	---	---	---	---
Boston and Lowell	25	1,830,000	438,920	2,412,251	435,963	171,332	6	79 1/2	East Tennessee and Ga.	111	1,192,974	1,738,669	2,703,428	227,363	104,992	---	---	---
Boston and Maine	74	4,076,974	50,000	4,229,281	770,902	305,509	6	94 1/2	East Tennessee and Va.	43	626,075	1,728,664	3,208,138	61,344	39,062	---	---	---
Boston and N. Y. Central	74	2,240,300	1,073,589	3,692,144	594,176	245,194	8	87	Nash. and Chattanooga	159	2,263,905	1,322,793	3,586,703	641,552	219,284	---	---	---
Boston and Providence	43	1,600,000	239,720	3,534,468	594,176	245,194	8	87	Covington & Lexington	98	1,334,850	3,085,917	4,991,604	426,408	220,906	---	---	---
Boston and Worcester	44	4,600,000	599,974	4,843,779	1,019,149	388,513	6	92	Lexington and Frankfort	29	430,055	156,899	655,255	95,807	46,719	---	---	---
Cape Cod	47	681,690	291,007	1,031,625	122,960	39,899	49 1/2	---	Lexington and Danville	13	694,444	71,000	765,500	In progr.	---	---	---	---
Connecticut River	60	1,591,110	276,772	1,801,244	267,710	65,096	3	44	Louisville and Frankfort	65	741,099	825,216	1,502,095	245,750	109,059	6	---	---
Eastern, Mass.	67	3,540,000	100,000	3,872,821	668,974	250,833	6	85 1/2	Atlantic & Gt. Western	254	866,939	77,494	613,231	In progr.	---	---	---	---
Fitchburg	21	500,000	---	541,586	168,925	27,827	6	---	Bellevue and Ind.	118	1,874,395	1,315,237	2,998,392	348,452	120,886	none	---	---
N. Bedford and Taunton	87	3,015,100	200,100	3,362,949	683,357	305,140	6	95 1/2	Clev. Col. and Cin.	141	4,746,240	90,400	4,762,520	1,149,741	514,740	9	90 1/2	---
Old Col'y and Fall River	69	2,232,541	1,019,148	3,241,975	240,133	52,267	none	---	Cleveland and Toledo	200	3,333,712	4,225,558	7,195,016	930,282	433,790	---	---	---
Vermont and Mass.	77	6,150,000	5,839,080	10,495,906	2,117,982	889,763	8	104 1/2	Clev. and Mahoning	65	---	---	628,533	In progr.	---	---	---	---
Western, Mass.	155	4,141,000	205,585	1,351,271	216,888	82,720	4	44	Clev. and Pittsburg	133	2,780,744	3,043,992	5,537,468	681,877	309,518	---	---	---
Worcester and Worcester	41	1,510,020	300,000	1,781,048	344,773	155,044	7	82	Clev. P. & Ashtabula	95	3,000,000	1,495,548	3,955,250	1,251,538	581,454	---	---	---
Harford and N. Haven	72	2,350,000	944,000	8,624,181	769,065	372,807	10	20	Cin. Hamilton & Dayton	60	2,155,800	1,526,092	5,130,816	487,421	260,763	---	---	---
Harford, Prov. and Fishkill	122	1,941,340	2,375,274	4,202,519	867,896	166,162	none	---	Cin. Wilm. & Zanesv.	131	2,421,176	3,782,040	5,696,210	223,506	80,288	---	---	---
Housatonic	74	2,000,000	423,685	2,438,947	318,475	109,344	none	---	Columbus and Xenia	55	1,480,450	149,000	1,632,476	408,212	181,688	10	---	---
Naugatuck	67	1,031,800	524,244	1,580,723	237,416	114,237	---	---	Dayton, Xen. & Belpre	63	437,838	422,658	860,496	In progr.	---	---	---	---
N. York and N. Haven	62	800,000	2,882,071	5,519,580	854,995	254,569	3	---	Dayton and Michigan	140	1,078,602	993,011	1,185,822	125,946	66,253	---	---	---
N. Haven and N. London	66	738,258	761,462	1,450,318	88,007	30,318	none	---	Dayton and Western	35	310,000	700,481	1,036,173	125,946	66,253	---	---	---
N. London, W. & Palmer	66	510,500	1,052,000	1,603,230	120,571	51,544	none	---	Eaton and Hamilton	42	469,762	332,608	1,776,168	775,442	290,123	10	78	---
Norwich and Worcester	32	439,005	1,625,098	1,840,695	117,716	9,904	---	---	Little Miami	66	2,981,282	1,266,000	3,925,157	682,674	290,123	10	78	---
Albany Northern	35	643,330	817,359	974,828	In progr.	---	---	---	Sandusky, Dayton & Cin.	171	2,697,090	3,368,000	6,065,090	712,213	134,371	none	---	---
Black River and Utica	100	1,487,874	1,501,183	2,819,096	172,476	66,333	none	---	Pittsb. Ft. Wayne & Chicago	138	1,626,556	5,191,877	4,421,908	1,111,626	662,117	9	20	---
Buffalo, Conn. and N. Y.	92	798,439	2,537,849	3,401,868	238,392	31,896	none	---	Pittsb. Mayv. & Cin.	66	871,550	31,800	390,933	In progr.	---	---	---	---
Buffalo and N. Y. City	99	1,300,000	1,040,000	2,494,364	679,750	355,763	10	---	Sand'y Manaf. & Newk	127	1,350,000	2,206,357	3,552,357	323,958	164,479	none	---	---
Buffalo and St. Line	47	434,111	922,393	1,276,796	174,089	69,506	---	---	Scioto & Hocking Valley	56	403,975	609,050	888,868	In progr.	---	---	---	---
Canandaigua and Elmira	97	1,815,000	2,279,854	4,495,832	---	---	---	---	Springf. Mt. Vernon & P.	112	1,000,000	850,000	---	In progr.	---	---	---	---
Canandaigua & Niagara F's	36	687,000	506,689	1,187,582	135,433	48,649	none	---	Tol. Wash. & St. Louis	212	2,965,100	7,577,500	10,542,600	Recently opened.	---	---	---	---
Cayuga & Susquehanna	144	3,758,466	9,250,362	12,737,898	1,902,828	688,880	none	26 1/2	Cin. Log. and Chicago	256	4,196,679	1,006,126	2,080,453	249,568	124,140	---	---	---
Hudson River	95	3,000,000	647,193	2,556,986	325,913	66,186	none	12	Evansville & Crawfordsv.	109	988,061	1,270,872	2,158,713	249,568	124,140	---	---	---
Long Island	652	24,138,661	14,607,510	30,616,816	8,027,251	3,673,736	8	78 1/2	Ind. and Cincinnati	69	1,636,509	1,664,584	3,029,989	491,745	245,622	---	---	---
New York Central	464	11,000,000	28,081,463	34,469,324	6,742,607	1,454,032	none	17 1/2	Ind. Central	66	612,550	1,261,179	1,909,911	365,189	204,685	---	---	---
New York and Erie	133	5,717,100	4,822,493	8,758,203	1,040,393	324,891	none	10	Ind., Clev. & Pittsburg	99	835,791	1,074,694	1,826,426	253,19	85,248	---	---	---
New York and Harlem	118	1,633,022	4,406,874	6,470,714	1,020,193	135,754	none	1	Jeffersonville	69	1,014,252	694,000	1,539,576	222,737	94,818	---	---	---
Northern, N. Y.	35	308,130	213,025	752,030	149,373	78,764	8	---	Madison and Indianapolis	87	1,647,700	1,336,816	1,205,000	200,214	118,628	---	---	---
Oswego and Syracuse	29	467,200	294,189	749,683	In progr.	---	---	---	New Albany and Salem	238	2,636,121	6,281,948	6,643,189	645,827	371,402	---	---	---
Pottsdam and Watertown	25	610,000	140,000	896,423	241,149	82,600	7	---	Peru and Indianapolis	73	---	858,314	150,000	---	90,000	---	---	---
Rensselaer & Saratoga	48	500,000	895,800	71,909	21,089	none	---	---	Terre Haute and Ind.	73	1,861,450	250,125	1,585,809	481,272	200,079	10	70 1/2	---
Saratoga and Whitehall	45	600,000	895,800	71,909	21,089	none	---	---	Chicago and Rock Isl.	182	6,248,000	1,734,318	6,028,272	1,886,196	850,039	---	---	---
Syracuse & Bingham'n	80	768,369	1,578,804	2,272,777	159,484	22,503	none	---	Chicago, Burl. and Quincy	210	4,631,540	3,582,970	8,042,426	1,505,167	910,767	---	---	---
Troy and Boston	27	487,830	737,079	1,109,822	156,383	55,184	---	---	Chic. St. Paul & F'd du Lac	176	2,300,000	1,325,000	3,625,000	In progr.	---	---	---	---
Watertown and Rome	97	1,500,000	709,979	2,300,500	440,290	162,037	3 1/2	63	Galena and Chicago	259	6,023,900	3,899,015	9,395,455	2,815,780	1,192,042	8	82 1/2	---
Belvidere Delaware	94	1,000,000	1,619,000	2,644,000	243,393	114,632	none	---	Illinois Central	704	6,556,435	20,316,952	23,437,669	2,393,968	565,972	---	---	---
Osmden and Amboy	80	3,485,000	1,550,854	1,738,171	117,889	45,542	none	---	Peoria and Oquawka	181	1,669,859	2,200,000	6,400,000	In progr.	---	---	---	---
Osmden and Atlantic	80	3,485,000	788,844	3,680,017	911,617	534,951	10	125	Ohio & Miss. (Wst. Div.)	147	1,790,295	3,292,403	4,870,586	Recently opened.	---	---	---	---
New Jersey	63	2,000,000	3,692,828	6,621,829	682,940	387,193	---	---	Terre Haute, Alt. & St. Louis	208	3,011,150	6,925,927	8,726,784	823,767	247,767	---	---	---
New Jersey Central	53	1,157,805	340,000	1,684,127	327,765	101,542	3 1/2	---	Detroit and Milwaukee	185	838,000	1,128,964	1,966,968	Recently opened.	---	---	---	---
Morris and Essex	44	1,637,867	842,564	1,983,317	Recently opened.	---	---	---	Mich. Central	282	8,057,840	8,366,039	12,847,238	2,248,758	794,936	8	58 1/2	---
Allegheny Valley	63	1,700,000	1,940,000	3,640,000	215,253	62,450	---	---	Mich. South'n & N. Ind.	475	8,876,400	10,459,613	19,334,084	2,309,487	544,311	---	---	---
Cataw. W. & Erie	52	1,149,400	51,103	1,266,675	185,184	583	---	---	Green Bay, M. & Ch.	40	1,000,000	780,000	1,780,000	---	---	---	---	---
Cumberland Valley	170	3,292,772	6,194,561															

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are as interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Alabama and Tennessee River	\$888,000	1st mortgage, convertible	7	1st Jan. 1st July	N.Y.	1872	85	
Buffalo and State Line	500,000	Do. Inconvertible	7	April, October	"	1866	90	96
Bellefontaine and Indiana	600,000	Do. convertible	7	Jan'y, July	"	1858		
Do. do.	200,000	Real estate, convertible	7	Jan'y, July	"	1859		
Do. do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1861-64	63	75
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	March, Sept.	"	1865	50	55
Do. do.	800,000	2d do. Inconvertible	7	20 Jan. 20 July	"	1867		85
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage inconvertible	7	May, Novemb.	"	1880		75
Do. do.	455,000	2d do. do.	7	Jan'y, July	"	1868		
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, Novemb.	"	1862		
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	Feb'y, August	"	1861	90	95
Cleveland, Painesville, and Ashtabula	567,000	Do. Inconvertible	7	Feb'y, August	"	1860	60	70
Cleveland and Pittsburgh	800,000	Do. convertible	7	March, Sept.	"	1873	60	56
Do. do.	1,200,000	Do. on Branches	7	March, Sept.	"	1863	75	80
Cleveland and Toledo	625,000	Do. Inconvertible	7	Feb'y, August	"	1862-72		60
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72		60
Do. do.	1,200,000	Do. Inconvertible	7	April, October	"	1867	62 1/2	65
Covington and Lexington	400,000	Do. do.	7	April, October	"	1867		50
Do. do.	1,000,000	2d mortgage, convertible	7	March, Sept.	"	1863	75	80
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	April, October	"	1875	77	78
Florida Freehold	1,500,000	Do. not convertible	7	March, Sept.	"	1891		72 1/2
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Jan'y, July	"	1863	93 1/2	94 1/2
Gaiana and Chicago	2,000,000	Do. convertible	7	Feb'y, August	"	1873	91	91 1/2
Do. do.	2,000,000	2d mortgage, do.	7	May, Novemb.	"	1875		
Great Western (Illinois)	2,000,000	1st mortgage, do.	10	April, October	"	1868		
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	8	10 April, 10 Oct.	"	1863	87 1/2	93
Jeffersonville	300,000	Do. 2d sec. inconv.	7	April, October	"	1873		85
Indiana Central	600,000	Do. convertible	7	May, Novemb.	"	1868		82 1/2
Indianapolis and Bellefontaine	450,000	Do. do.	7	Jan'y, July	"	1860-61	70	82 1/2
Indianap. & Cin'ti (for Lawb. & U. M.)	500,000	Do. conv. till 1857	7	March, Sept.	"	1866		70
La Crosse and Milwaukee	950,000	1st mort. 1st sec. conv. till 1864	8	May, Novemb.	"	1874		67
Lake Erie, Wabash, and St. Louis	8,400,000	1st mortgage, conv. till 1859	7	Feb'y, August	"	1865	60 1/2	61
Little Miami	1,500,000	Do. Inconvertible	6	2 May, 2 Nov.	"	1883	80	97
Michigan Central	1,000,000	No mortgage, convertible	6	April, October	Boat.	1860	96	95
Do. do.	600,000	Do. do.	6	March, Sept.	"	1869	93	93
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	Jan'y, July	N.Y.	1862		83
Do. do.	650,000	Do. 2d do. 1858	8	April, October	"	1863		75
Do. do.	1,250,000	Do. 3d do. 1860	8	June, Decemb.	"	1877		78
New Albany and Salem	500,000	Do. 1st section	10	April, October	"	1868-62		90
Do. do.	2,325,000	Do. oth. sec. conv. till 1858	8	May, Novemb.	"	1864-75		
Northern Cross	1,200,000	1st mortgage, convertible	8	Jan'y, July	"	1873		
Ohio and Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1867		85
Ohio and Pennsylvania	1,750,000	Do. do.	7	Jan'y, July	"	1865-66		70
Do. do.	2,000,000	Income, convertible	7	April, October	"	1872		60
Pennsylvania (Central)	5,000,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1880	98 1/2	99 1/2
Racine and Mississippi	680,000	Do. conv. sink'g f'd	8	Feb'y, August	N.Y.	1875		75
Scioto and Hocking Valley	300,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861		
Steubenville and Indiana	1,500,000	Do. convertible	7	Jan'y, July	"	1865		
Terre Haute and Indianapolis	600,000	Do. do.	7	March, Sept.	"	1866		
Terre Haute and Alton	1,000,000	Do. do.	7	Feb'y, August	"	1862-72	64	68

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest payable.	Where payable.	Due.	Offered.	Asked.
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	84	85 1/2
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10 Jan. 10 July	N.Y.	1870	95 1/2	96 1/2
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	99	100
Do. do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1859	85 1/2	90
Do. do.	4,000,000	3d mortgage	7	March, Sept.	"	1883	76	78 1/2
Do. do.	6,000,000	4th mortgage, not convertible	7	April, October	"	1880	56	58
Do. do.	6,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	32	33
Do. do.	4,351,000	Convertible, Inscription	7	Feb'y, August	"	1871	30	31
Do. do.	3,500,000	Convertible	7	Jan'y, July	"	1862	32	33
Hudson River	4,000,000	1st mortgage, Inscription	7	Feb'y, August	"	1869-70	100 1/2	101
Do. do.	2,000,000	2d do.	7	16 June, 16 Dec.	"	1860	90	92
Do. do.	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	69	70
Illinois Central	17,000,000	Mortgage, Inconvertible	7	April, October	"	1875	90 1/2	92
Do. (Free Land)	3,000,000	M'ge \$45,000 acrs. priv. 7 shares	7	March, Sept.	"	1860	87	89
Michigan Southern	1,000,000	1st mortgage, Inconvertible	7	May, Novemb.	"	1860	80	90
New York and Harlem	1,800,000	Do. do.	7	May, Novemb.	"	1861-72	84 1/2	85
New York and New Haven	750,000	No mortgage, do.	7	June, Decemb.	"	1856-60		
New Haven and Hartford	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1873	90	94
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1861	80	82
Do. Goshen Branch	1,500,000	Do. do.	7	Feb'y, August	"	1868	61	60 1/2
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1883	90	91
Do. do.	3,000,000	No m'ge conv. from June 57-59	7	16 June, 16 Dec.	"	1864	101	102
Panama, 1st issue	900,000	Convertible till 1860	7	Jan'y, July	"	1866	100	
Do. 2d do.	1,478,000	Do. till 1868	7	Jan'y, July	"	1866	90	91
Reading	1,573,000	Mortgage, Inconvertible	6	Jan'y, July	Phila.	1860	92	
Do. do.	1,300,000	Do. convertible	6	Jan'y, July	"	1870	66	68 1/2
Do. do.	3,469,000	Do. Inconvertible	6	April, October	"	1886		

CITY SECURITIES.	Int't payable.	Off'd.	Ask'd.	CITY SECURITIES.	Int't payable.	Off'd.	Ask'd.
New York, 5 per ct. 1858-60	May,	97 1/2	98	Milwaukee, 7 per ct. coup.	X	Divers	70
Do. 5 do. 1870-75	August, and	92 1/2	95	New Orleans, 6 per ct. op. R.R. X	X	Do.	72
Do. 6 do. 1888	November,	102	102 1/2	N. Orleans, 6 per ct. op. municip. X	X	Jan'y, July	75
Do. 5 do. 1890-98	Feb'y, August.	90	92	Philadelphia, 6 per ct. 1876-98	X	Jan'y, July	69
Albany, 6 per ct. coup. 1871-81 X	Jan'y, July	98	100	Pittsburgh, 6 per ct. coup.	X	Divers	61
Alleghany, 6 per ct. coup. 1873-78 X	Jan'y, July	98	100	Quincy, 8 per ct. coup. 1868 X	X	Jan'y, July	60
Baltimore, 6 per ct. 1879-90	Quarterly	98	99	Racine, 7 per ct. coup. 1873 X	X	10 Feb'y, Aug	80
Boston, 5 per ct. coup. 1873-78 X	April, October	100		Rochester, 6 per cent. coup. X	X	Divers	90
Brooklyn, 6 per ct. coup. Long X	Jan'y, July	98 1/2	97	St. Louis, 6 per ct. coup. Long X	X	Do.	81
Clev'Pd, 7 per ct. op. W.W. 1879 X	Do. do.	100	101	Do. Municipal X	X	Do.	84
Cincinnati, 6 per ct. coup. X	Divers	80	90	Sacramento, 10 p. ct. op. 1862-74 X	X	Do.	39
Chicago, 6 per ct. coup. 1873-77 X	Jan'y, July	85	86	S. Fr'isco, 7 p. ct. op. 1865, pay. N.Y. X	X	May, Novemb.	60
Do. 7 per ct. coup. 1880 X	Jan'y, July	98	100	Do. 10 p. ct. op. 1871 X	X	Do. do.	90
Detroit, 7 per ct. op. W.W. 1673-78 X	Feb'y, August	100	102	Do. 10 do. pay. N.Y. X	X	Jan'y, July	59
Dubuque, 8 per ct. op. Long X	March, Sept.	100		Do. 6 per ct. pay. N.Y. 1875 X	X	Do. do.	60
Genesee, 6 p. ct. op. W.W. 1877 X	Jan'y, July	99		Wheating, 6 per ct. op. N.Y. 1874 X	X	Divers	80
Louisville, 6 per ct. op. 1880-83 X	Divers	68	69	Do. 6 p. ct. op. Mun. 1874 X	X	March, Sept.	81 1/2
Memphis, 6 per ct. coup. 1882 X	Jan'y, July	68	69	Zanesville, 7 do.	X	April, October	

Cincinnati Stock Sales.

By KIRK & O'HEVY.

For the week ending September 3, 1858.

BONDS.	Per cent. and Interest.
Little Miami, 1st Mort.	75-91
Covington and Lexington, 1st Mortgage	75-95
Do. do. do.	75-95
Do. do. 2d do.	75-95
Do. do. 3d do.	75-95
Ohio & Miss., E. D., Construction	75-95
Cinc. Ham. and Dayton, 1st Mortgage	75-95
Do. do. 2d do.	75-95
Indianap. & Cincinnati, do.	75-95
Hillsboro' & Cincinnati, 1st Mortgage	75-95
STOCKS.	
Cincinnati, Hamilton & Dayton	47 1/2
Columbus and Xenia	76
Cincinnati and Chicago	76
Dayton & Western	1
Indianapolis & Cincinnati	40
Little Miami	78 1/2
Ohio and Mississippi (E. D.)	8

Extract from Marie & Kan's Money Circular for the European Steamer of Sept. 15th.

[TRANSLATED.]

NEW YORK, Tuesday, Sept. 14th, 1858.

Our last advices were to the 31st ult. Since then the Stock market has been exceedingly inactive, and quotations predicate a general decline; but Railroad Bonds show in many cases an advance, especially on some which have heretofore had a doubtful credit.

The Money market shows no notable change. The difficulty of making use of idle capital continues to be felt.

In general trade we hear of a slight improvement.

Our last advices from abroad are to the 3d inst., received on the 13th per Vanderbilt.

STATE STOCKS.—Irregular—mostly at a decline; transactions unimportant. The United States 5s, 1874, have changed hands, in trifling sums, at 103 1/2; Missouri has declined 1/2; Californias have fallen to 82; Tennessee, 1/2 lower; Ohio, 1886, 1/2 do.; Ohio, 1860, sold at 101 1/2, being 1/2 per cent. advance.

CITY AND COUNTY BONDS.—Sales insignificant. We quote a few small sales of Albany 6s at previous prices; St. Louis City, Railroad issue, at 1 per cent. advance; and Sacramento 10s at 38, the July coupon on.

MARIE & KANZ.

Extract from De Coppet & Co's Money Circular for the European Steamer of September 15th.

[TRANSLATED.]

NEW YORK, Tuesday, Sept. 14, 1858.

Since the 31st of August, date of our last advices, the tone of our Stock Market has not materially altered; the same indisposition to operate, and the apathy that we have noticed since several months, still continue. Prices of railroad shares have fluctuated but little from day to day, but the tendency has been constantly downward, and the market at the close is considerably lower. State Stocks, with but few exceptions, have participated in the decline. Railroad Bonds are generally higher. State Stocks—There have large sales of Missouri 6s, closing at a decline of 1/2, and of Tennessee 6s, which have fallen 1 per cent. Louisiana 6s have declined 3/4; California 7s, 1/2; ditto, new issue, 1 1/2; and Virginia 6s, 1/4 per cent. There have been sales of Ohio 6s of 1860 at 101 1/2; Indiana 5s at 89, and Minnesota 8s at 106 1/2. The new Government Loan drags; 103 1/2 at 103 1/2 is the closing price. City and County Bonds—The largest transactions have been in Brooklyn City 6s, Memphis City 6s, guaranteed by State of Tennessee, and St. Louis County 7s. There have also been small sales of Louisville 6s and Cincinnati 6s, issued for Water Works; New Orleans 6s and St. Louis 6s, issued to Railroads; Albany 6s, both Railroad and Water Works, and Fayette County (Ky.) 6s. Railroad Bonds are mostly higher; and in some cases the rise is a marked one. Illinois Central Freehold 7s have risen 2 1/2; Michigan Central 8s, 1/2; Harlem 1st Mortgage, 1/2; Harlem 2d Mortgage, 1 1/2, and Erie 1875 Bonds, 1 1/2 per cent. Erie 2d mortgages are quoted 88 ex-coupon. Illinois Central Construction Bonds have

fallen $1\frac{1}{8}$. There have been sales of Galena and Chicago 1st Mortgage at 96; Milwaukee and Mississippi 2d Mortgage 10s at 66a68, closing at the latter price. Lake Erie, Wabash and Western 1st Mortgages have risen from 68 $\frac{3}{8}$ to 73; do. 2d Mortgage from 49 $\frac{1}{2}$ to 54; Michigan Southern Sinking Fund Bonds from 69 to 71; do. 2d Mortgages from 51 $\frac{1}{4}$ to 54. The heavy rise on the Bonds of the two last named Companies is owing to the improved receipts on their respective roads. Railroad Shares—The market is lower. New York Central have fallen $1\frac{1}{2}$; Reading, $\frac{7}{8}$; Chicago and Rock Island, $4\frac{3}{4}$; Michigan Southern, $\frac{1}{2}$; do. Preferred, $\frac{1}{4}$. The heaviest dealings have been in the aforementioned. Cleveland and Toledo Shares have declined $1\frac{1}{2}$; Erie, $\frac{1}{8}$; Galena and Chicago, 2; Illinois Central, 2; Michigan Central $2\frac{1}{4}$; Milwaukee and Mississippi, $\frac{3}{4}$; and Panama $1\frac{1}{2}$ per cent. Sales of Cleveland, Columbus and Cincinnati at 91. Money is in undiminished supply for "call" loans, the rates for which range from $8\frac{1}{2}$ to 5 per cent. Indorsed paper, 4 to 7 per cent., according to grade and maturity. Exchange on Europe—Bills are not abundant, and rates are sustained. The bulk of business on London has been done at 109 $\frac{3}{4}$ a110, and on Paris at 5.12 $\frac{3}{4}$.

Completing the Erie Enlargement—Steam Navigation.

The Canal Board adjourned on Saturday afternoon, after a session of two days. Reports from the Engineers of the Western Division were submitted by Commissioner Ruggles, showing that a channel seven feet deep, and at least forty-five feet wide, and permitting the passage of boats fully loaded, can be obtained by a further expenditure not exceeding \$140,000. The cost of finishing all the work on the two other Divisions will not exceed \$100,000; so that the Enlargement is in fact on the very eve of completion. Nothing will prevent its being brought wholly into use at the opening of navigation in the Spring, but the unfinished work on the Cayuga Marshes, which has been unaccountably delayed and may postpone the use of the channel, with the full depth, until the Spring of 1860.

On considering these Reports, the Canal Board permitted such a change of plan in the work on the Marshes, and consequent increase in price, as will enable the Contractor, without delay, to employ extra force, working at extra hours, so as to bring this section into use by the first of August next.

A written stipulation was also laid before the Board by Commissioner Ruggles, obtained from Mr. Blanchard, the proprietor of the new invention for saving fuel in steam boilers, permitting its use "by any boat navigating any of the canals of this State, or any river, lake or harbor connected therewith," on paying one-fourth of the value of the fuel saved—estimated at not less than fifty dollars for every voyage from Buffalo to New York and back.

The completion of the Enlargement with its full width of seventy feet will require about \$200,000 in addition to the \$240,000 estimated for the channel seven feet deep. A further sum of about \$500,000 will be needed for completing the enlargement of the Oswego and the Cayuga and Seneca Canals. These sums do not include the amounts now due for work actually done, and for land damages.—*Alb. Eve. Journal.*

Milwaukee, Watertown and Baraboo Valley Railroad.

This Company has decided to push their road through to the Mississippi, between the Milwaukee and Mississippi, and the Milwaukee and La Crosse Roads. The Chief Engineer of the Watertown Railroad, R. W. Ware, and one of the principal stockholders, J. F. Flanders, were through Viroqua last week, and reported very favorably on the route through the centre of Bad Ax Co. to the mouth of the Bad Ax River, by the way of Bear and Otter Creeks.—*North-western Times, at Viroqua.*

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American Railroad Journal.

Saturday, September 18, 1858.

The Laws about Railroad Accidents in England.

The alarming frequency with which accidents have occurred on our railroads during the last six months should lead to some vigorous means of prevention. If possible, the exact cause of each accident, should be ascertained, and the matter thoroughly investigated. It will not do to trust to the officers of a railroad company to do this work, for obvious reasons. It should be conducted by government, as in England, France, and Germany, where accidents are notoriously fewer than with us.

From Capt. GALTON'S Report on the Accidents which have occurred on the English railways during the year 1857, we take the following statement of the present position of the English public in respect to railways.

Parliament requires that a railway shall not be opened for passenger traffic until the line, the rolling stock and the establishment shall have been placed in such a condition as, in the opinion of the Railway Department of the Board of Trade, will enable the then anticipated traffic to be conveyed without danger to the public. After the railway has once been opened for traffic, the persons working the line are no longer subject to Government regulations. The Government retains only a power of inspection and of making rules in certain special cases, as, for instance, in respect of level crossings. In undertaking the duty of carriers, however, the Company become liable, under the Common Law and under Lord Campbell's Act, to compensate persons injured, or the relatives of persons killed, by the negligence either of themselves or of their servants.

When an accident occurs by which life is lost, a public inquiry into its causes, in the form of a Coroner's inquest, is held. If the Coroner is energetic, and the jury is intelligent and patient, the

causes would probably be carefully sifted; on the other hand, if the Coroner is averse to trouble or friendly to the Railway Company, or the jury ignorant, the inquiry will be slurred over as rapidly as possible. And hence the Coroner's inquest frequently fails to trace out the defects of management which may have led to the accidents.

On the English lines, although Coroners' juries have in several cases found verdicts of manslaughter against the directors or the superior officers of Railway Companies, yet in none of these cases have the judges held that the persons could be made criminally liable under the existing law; although in two of these cases the regulations had been directly violated by superior officers of the Companies, and one of these cases was in direct violation of the conditions upon which the Board of Trade had allowed the opening of the line.

In case no person is killed, no public inquiry can take place.

In Scotland, on the occurrence of any serious accident, an inquiry takes place before the Procurator Fiscal, who examines any witnesses he chooses to summon, in secret and on oath, and makes a report to the Crown Counsel, as to whether any person concerned should be prosecuted criminally in the Courts of Law; and there, a locomotive superintendent suffered two years' imprisonment for having sent out an engine, with a special train, which was not in good order, and which broke down and was run into by an ordinary train which followed.

On the English lines, where the fear of being made criminally liable for accidents does not exist among the superior officers, the number of persons killed from causes beyond their own control in proportion to the traffic for the four years ending 30th June, 1857, is about double that on the Scotch lines, where a full legal inquiry takes place, and a criminal liability is felt. The Select Committee of the House of Commons on Railway and Canal Bills of 1853 recommended that a greater responsibility should be placed upon the managers of railways; but it does not appear probable that the general law of the country will ever be altered so as to effect this. The above facts, however, clearly show that it is very undesirable that the management of Railway Companies should ever be interfered with in such a way as to diminish at all their present sense of responsibility.

If full and clear statements of accidents and their cause, such as are contained in Capt. GALTON'S Reports, were required in this country we should soon learn what is the fruitful origin of railroad disasters among us, and should be able to put ourselves on guard against their repetition.

The fact above stated in regard to Scotch laws on the subject shows the effect which a stronger sense of their responsibility to the public produces upon the action of railroad managers.

Two Locomotives Should Never Draw One Train.

The danger attending a train drawn by two locomotives was sadly illustrated the other day by an accident on the Hudson River Railroad, by which two persons lost their lives and several others were severely injured. The disaster was caused by a collision between a freight train standing on the track and another heavy train, drawn by two engines, following behind the first. The latter had started after a sufficient interval to insure safety, according to ordinary usage. The first train was stopped, for some cause, and the brakeman sent back to signalize the fact to the second train which was drawn by two locomotives. The engineer of the forward engine saw the signals, and took the necessary steps to stop the train; but the other engineer, being unable to see through the smoke, or to understand the movements of his companion, did nothing, and the force of his en-

gine caused the collision, resulting in death and injury.

The frequency with which such accidents have taken place ought to serve as a warning against this dangerous practice. On the Hudson River Railroad two previous catastrophes have taken place from the same cause. If it is ever found necessary to use more force than a single engine can exert, it should only be resorted to on a clear road. In the removal of snow from the track, this extra power may sometimes be needed; but in ordinary cases, rather than suffer the use of two engines, the train should be so divided that each engine can do its share, without connection with the other.

We are glad to learn that the statement of the death of SAM. TATE, Esq., President of the Memphis and Charleston Railroad, which we copied from one of our exchanges a few weeks since is incorrect. We have the satisfactory assurance of a friend of Mr. Tate's, who has seen and talked with him since that announcement appeared, that he is still alive and well, and is engaged about his railroad duties with his customary energy.

Boston and Lowell Railroad.

At a meeting of the Boston and Lowell Railroad stockholders, 14th inst., votes were passed which secure for the term of twenty years the practical consolidation of the Boston and Lowell, the Salem and Lowell, and the Lowell and Lawrence Railroads—the former road leasing the two latter for that time. This measure it is supposed will protect the Lowell road from the competition it would otherwise have been subjected to after the year 1860, when its exclusive right to the railroad travel between Boston and Lowell expires.

Railroad Earnings.

The earnings or the Pittsburg, Fort Wayne and Chicago Railroad Company, for the month of August, show very favorably in view of the extremely low rates at which it has been necessary to transact the business. They are officially reported by the Auditor as follows, viz:

From freight.....	\$76,651 83
“ passengers.....	60,161 58
“ mail.....	4,482 29
“ rent of road.....	5,500 00
“ miscellaneous.....	318 41

Earnings in same month last year.... \$147,114 11
136,716 64

Increase, (7¾ per cent.)....\$10,397 47
Expenses in August, 1858.....\$86,322 47
Do. 1857..... 83,676 50

Increase, (3.1 per cent.).....\$2,645 97
Net earnings in August, 1858.....\$60,791 64
Do. 1857..... 53,040 14

Increase, (14.6 per cent.).....\$7,751 50

The semi-annual meeting of the stockholders of the Pittsburg, Fort Wayne and Chicago Railroad Company, was held at Pittsburg on the 1st inst. The total earnings and expenses for the half year of 1857 and 1858 compare as follows:

1858.	1857.
Total earnings.....	\$707,515 07
Transport'n expenses	455,568 21
	521,007 87

Net earnings. . . \$250,964 86 \$289,572 95
By this it will be seen that whilst there has been a decrease of \$114,065 75 in the gross re-

ceipts in 1858 as compared with 1857, yet there has also been a decrease in expenses of \$65,439 66, leaving a decrease in the net receipts of only \$48,626 09.

It is expected that the road will be completed through to Chicago by the first of November.

The receipts for freight and passengers on the Virginia and Tennessee railroad, for August, are nearly \$70,000.

The following is the Illinois Central Railroad report for August, 1858:

Land Department.

Acres Construction Lands sold.....	4,200.88 for \$46,227 46
Acres Interest Fnd Lands sold..... for
Acres Free Lands sold ..	240.00 for 3,673 60

Total sales during the month	4,440.88 for \$49,901 06
To which add Town Lot sales.....	3,575 10

Total of all	\$53,476 16
Acres sold since 1st Jan'y, 1858.	41,400.47 for \$559,423 37
Acres sold prev'sly, 1,200,933.78 for	15,311,440 40

Total.....	1,242,334.25 for \$15,870,863 77
Construction Bonds canceled in August, 1858	\$34,000
Do. canceled previously	723,000

Free Land Bonds canceled in August, 1858	\$2,000
Do. canceled previously	96,000
	98,000

Total Bonds canceled up to August 31, 1858	\$855,000
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Traffic Department.

Receipts from passengers	\$62,923 57
Do. freight	120,312 96
Do. mails	6,358 33
Do. rent of road	5,137 44
Do. other sources	1,752 36

Total receipts in August, 1858	\$196,484 66
Do. do. 1857	221,893 82

Total receipts since 1st Jan'y, 1858.	\$1,229,471 99
Total receipts in correspond'g period, in 1857	1,478,801 60

The earnings of the Michigan Southern & Northern Indiana railroad for the first week in September shows a gain over the receipts for same period of last year:

	1857.	1858.
First week September.		
Passengers	\$28,906	\$21,848
Freight.....	21,153	29,088
Mails.....	930	1,047

Total	\$50,989	\$51,983
Gain.....		\$994

The August business of the Harlem Railroad Company was as follows:—

	Gross Earnings.	Expenses.
August, 1857.....	\$98,512 58	\$70,718 12
August, 1858.....	94,496 09	51,762 41

Decrease	\$4,016 49	\$18,955 71
		Net Earnings.
August, 1857.....		\$27,794 96
August, 1858.....		42,733 68

Increase.....	\$14,939 22
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The expenses of the first eleven months of the fiscal year, including August, have been \$230,380 54 less than during the same months last year. The whole year the expenses will be reduced

\$250,000. The receipts have fallen off in eleven months \$46,524 77.

The revenue of the Baltimore and Ohio Railroad, for August, was as follows:

	Pass'grs.	Freight.	Total.
Main Stem.....	\$63,654.08	\$252,323.26	\$315,977.34
N. W. Va.	3,016.85	11,539.53	14,556.38
Wash. Br.	31,413.57	9,341.31	40,754.88
Totals.....	\$98,084.50	\$273,204.10	\$371,288.60

The revenue of the past month, as compared with the same period last year, is as follows:

	Main Stem.	N.W.Virg'a.
August, 1858.....	\$315,977 34	\$14,556 38
August, 1857.....	409,861 66

Decrease.....	\$93,884 32
	Wash.Br'ch.	Total.
August, 1858.....	\$40,754 88	\$371,288 60
August, 1857.....	38,496 52	448,358 18

Increase.....\$2,258 36 Decr. \$77,069 58

The above shows a falling off on the Main Stem of \$93,884 32, and an increase of \$2,258 36 in Washington Branch, making a decrease on both of \$91,325 96. But the \$14,556 38 receipts on the N. W. Branch should be added, which would make the falling off \$105,882 34. There is an increase over July of \$6,019 57.

The Indianapolis and Cincinnati road also shows a gain over last year. The earnings for July and August were—

1858	\$72,500
1857	67,000

Increase.....\$5,500

The August receipts of the Terre Haute, Alton and St. Louis Railroad were \$64,521 08 against \$43,064 69 in July.

The receipts of the Morris Canal for the present season are as follows:

Total to August 29, 1858	\$190,128 65
Week ending September 5, 1857.....	9,709 31

	\$199,837 96
Total to Aug. 28, 1858.....	\$154,406 98
Week ending Sept. 4, 1858,	8,902 49

	163,309 47
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Decrease in 1858.....\$36,528 49

The earnings of the Norwich and Worcester railroad for the month of August, 1857 and 1858, were:

	1857.	1858.
Passengers	\$14,338 33	\$13,797 40
Freight.....	16,312 43	17,773 93

Total.....	\$30,650 76	\$31,571 42
		30,650 76

Gains over 1857.....\$920 66

The earnings of the North Pennsylvania railroad were in August,—

1857	\$29,793 14
1858	29,017 37

Decrease	\$745 77
From Dec. 1, 1857, to Aug. 31, 1858.	\$210,547 30
Same time last year	165,804 69

Increase.....	\$44,742 61
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The earnings of the Buffalo and State Line, for August, were:—

1858	\$71,930 58
1857	67,582 73

Increase.....\$4,347 85

Business of the Country During the Year.

It is now a little more than a year since the commencement of the monetary crisis of 1857, by which all the railroad enterprises of the country were brought into disrepute, and all kinds of business greatly diminished and crippled. Previously to that time, we had been enjoying seven years of almost unprecedented prosperity. In 1850, the total mileage of railroads in the United States was 7,350 miles. In 1857, more than 25,000 miles were in operation, calling for an investment one thousand million dollars. Our columns have repeatedly shown the bearings of this extraordinary extension of railroads upon the business and growth of the country.

At the end of the year so eventful, it is natural that we should give some attention to its effects upon the commerce and finances of the country. Beginning with the National Government, we find that the receipts and expenditures have been as

Receipts and Expenses of the United States for the Fiscal Year Ending June 30.

RECEIPTS.		1857.	1858.
Customs	\$63,875,905 05	\$41,789,620 96	
Sales of lands....	3,819,486 64	3,513,715 87	
Miscellaneous....	926,121 98	1,254,232 77	
Treasury notes...	23,716,800 00	
Total receipts for fiscal year.	\$68,631,513 67	\$70,278,869 60	
EXPENDITURES.		1857.	1858.
Civil	\$27,531,922 37	\$26,287,822 20	
Interior	5,858,274 72	6,051,923 38	
War	19,261,774 16	25,485,383 60	
Navy	12,726,856 69	13,976,000 54	
Old debt.....	503 21	5 00	
Redemption loan of 1842.....	516,539 58	614,270 81	
Do. 1846.....	714,013 26	26,400 00	
Do. 1847.....	1,000,000 00	1,759,950 00	
Do. 1848.....	898,150 00	1,435,900 00	
Redemption Tex-an stock.....	143,000 00	28,000 00	
Creditors of Texas	639,253 24	38,788 42	
Bounty land stock	400 00	225 00	
Premium on stock	363,572 39	574,543 08	
Interest on public debt.....	1,678,265 23	1,567,055 67	
Payment of treasury notes.....	100 00	3,639,300 00	
Total expenditures.	\$70,822,724 85	\$81,585,467 71	

Perhaps the best indication of the relative condition of the commerce of the country during the last, as compared with the previous year, is to be found in the receipts of the different railroads. Taking the returns of the earnings reported in the JOURNAL during the year ending July 31, 1858, as compared with the previous year we have the following result:

Earnings reported for year ending July 31, 1857.	\$38,257,294
Do. do. July 31, 1858	29,611,114

Decrease..... \$8,648,180

These returns embrace the receipts on only about one-fourth of the mileage of all the railroads of the United States—and perhaps one-third of the total receipts. Estimating them at that rate, the whole earnings during the year ending

July 31, 1857, would be	\$114,771,898
Do. July 31, 1858.....	88,833,342

Showing a decrease of..... \$25,938,556 or nearly \$26,000,000 on the receipts of railroads in the United States.

The aggregate earnings from freight on the New York Central, Erie, Pennsylvania, Baltimore and Ohio Railroads for the year 1856, were \$15,874,412. For 1857 the receipts were as follows:

New York and Erie	\$4,097,610
New York Central	4,559,276
Baltimore and Ohio.....	3,942,993
Pennsylvania	3,374,041

\$15,973,920

Showing a gain of nearly \$100,000 in the freight receipts of 1857 over 1856.

The average through tonnage on these roads for 1856 was 865,133 tons. The amount for 1857 is not stated in the reports, but, judging from the earnings, it must have been greater than for 1856.

During the last year, immigration into the United States has largely fallen off, thus diminishing the aggregate wealth and resources of the country. Emigration to the West has also decreased to a very great extent. It is doubtful whether the population of the more newly settled western States has increased for the last twelvemonth.

Elsewhere is given the statistics of the cotton crop, by which it will be seen that the production of that staple shows a large increase over the preceding year.

We have only touched upon some of the salient points in the material business of the country. The decrease in business during the year is less than was to be anticipated. Looking back over the last eight years, our progress is unequalled by that of any nation in history. It is impossible to realize it. The figures which we give in this article show that the check received last year was merely temporary. New fields for business, and new sources of wealth are daily opening to us. The emigration to our Northwest Pacific frontier is likely to create a business similar to that of California. The opening of China to civilization and commerce will give a new impetus to our navigation. The completion of the Atlantic Telegraph will compel an acceleration and promptitude in business affairs that will be greatly to our advantage. Our national strength and elasticity are unimpaired. A proper equilibrium will soon be restored, and we shall ere long witness a degree of prosperity equal to the highest we have ever enjoyed.

Dubuque Western Railroad.

A railroad meeting was held at Cedar Rapids on the 23rd ult. We find a report of it in the Cedar Valley Times. Mr. John Weare made the opening speech. Among other things he said that the citizens of Marion are now turning their attention to the grading of that part of the Central road between Anamosa and Marion, intending thereby to secure a connection at Anamosa with the Dubuque Western road. It is highly important,—not only to Cedar Rapids and the Dubuque Western road, but, also, to the citizens of Marion, that this link be built immediately. It can be done without delay. The county has voted \$200,000 to the Central road, with the understanding that the road run both to Marion and Cedar Rapids. This sum could legitimately be applied to this object, and would be sufficient to build this five miles of road.

Mr. H. G. Angle, the chairman of the meeting, did not think the air-line road east of Anamosa, would never be built, and that the true policy of Linn county is to aid, as far as possible, the Dubuque Western road. This link between Marion and Cedar Rapids will be a good beginning in that direction. While the building of this five miles would benefit Marion more than it would Cedar Rapids, it would still be a great benefit to the latter place, and to a large section of the county.

We are glad to see this view taken of the Dubuque Western road. It is an enterprise at the

head of which are men who know "no such word as fail!" The road is bound to be built. The sooner it is done the better both for Dubuque and Linn county—to say nothing of other counties. We speak what Mr. Angle said: the true policy of Linn county is to aid the Dubuque Western Railroad.—*Dubuque Times*.

Value of a Day of Sunshine.

One of our readers, fond of profound investigation, took pains on the last hot day to study the census reports of agricultural productions, and to calculate therefrom the value to the country of each warm growing day between seed time and harvest. He found it above \$18,000,000—and this is a low estimate.—*Lowell News*.

The Great Transit Railroad of Minnesota, from Winona to the Minnesota River.

Winona, Wis., September 7, 1858.

To the Editor of the AM. RAILROAD JOURNAL.

Thinking that a history of the great North-West, with a few items of its vast railroad enterprises, may be interesting to yourself and numerous readers, both East and West, I send you some information, which you may depend upon as reliable.

The advantages of our new State of Minnesota have been so often described that it is not necessary to enlarge upon them. It would be difficult to exaggerate them. With all the advantages belonging to Minnesota, the beautiful city of Winona possesses others peculiar to its highly favored locality, its commanding position, and the beauty of its surroundings.

Two hundred miles above Galena the hitherto unbroken line of the river bluffs recedes, and here, between them and the great Mississippi, a beautiful prairie intervenes, seven miles in length by two in breadth, so perfectly level that no grading is necessary; it seems as if formed by nature, for the site of a large and thriving emporium.

But aside from its position, Winona possesses in her fertile and rapidly settling interior, advantages of incalculable importance. Five beautiful valleys converge upon this plain, whose fertile fields and flowing streams have attracted the attention of experienced and enterprising settlers.

Through one of these valleys the line of the Transit railroad extends westward to the Great Bend of the Minnesota, or St. Peter river. A large grant, of one million one hundred and twenty thousand acres of the finest agricultural land, has been awarded to the Transit Railroad Company for the construction of their road to the Missouri river, and the charter extends to the Big Sioux river, a distance of 300 miles. In addition to this liberal appropriation, the people have voted one million and a quarter of dollars, in State Bonds, which are now being paid; the contracts for building 150 miles of the road having been let, on the 8th day of June last, to the well known contractor, Col. A. De Graff, of Ohio. Twenty-five years of the Colonel's life have been spent in the active prosecution of the vast railroad enterprises, for which our Western States are proverbial, and he has built miles enough of railroad to entitle him to the name of a "Rail King." The 9th of June was the day appointed for the inauguration of the enterprise which alone was wanting to insure a glorious future to Southern Minnesota, and on that afternoon our citizens turned out en masse, and proceeded to the spot selected by the skilful Engineer-in-Chief, H. J. Hilbert, as the scene of "breaking ground."

Col. De Graff's contract calls for the line of

road to be graded and ironed eighty-five miles west of Winona—or to the junction of the Cedar Valley road—by the first of July, 1860, but the energy with which he has commenced and prosecuted his work, will enable him to commence laying the track by next May, and complete it to the junction by September, 1859. Already the line is almost fully prepared for the track as far as the flourishing town of Rochester, 50 miles west of Winona; the bridges are building, and all will be finished before the snow flies, except about eight miles of bluff work, which is reserved for this winter. Your Eastern readers can scarcely conceive our necessities for railroads in a country so new as this, which already, though in its infancy, is thickly settled. Winona contains some 4,000 inhabitants, and along the line, as far as Rochester, the country is studded with beautiful and fertile farms. Rochester, besides a population of 2,000, has water power surpassing that of its namesake in New York, and the Zumbro river is yet to be a source of great wealth.

The rapidity with which the work on the Transit road is being prosecuted, is already attracting the attention of manufacturers and heavy capitalists, and I do not hesitate to say, that here they will find abundant fields for safe and remunerative investments.

Col. A. De Graff has gathered around him a large corps of the ablest contractors and most experienced railroad men in the country. 2,500 men are fully at work upon the line. The engineer corps is characterized by great ability, most of whom are well known. H. D. Huff, the Treasurer of the Transit Company, and L. D. Smith, the Secretary, two of the most prominent men in the Directory, own largely in Winona City property and in the interior agricultural districts, and to their energy and perseverance the town is indebted for its present high position in the scale of prosperity, as also to the early inauguration of its railroad enterprise, and the award of the contract to the man, who, of all others, is sure to push it to a speedy and successful completion, Col. A. DE GRAFF.

I will endeavor to keep you accurately posted in our railroad matters.

W.

Valuation of Providence.

The valuation of Providence for the year 1858 shows a total decrease from the previous year of nearly four million dollars, as follows:

	1858.	1857.
Real	\$35,372,000	\$36,799,600
Personal	18,587,200	20,948,200
	\$53,959,200	\$57,747,800
		53,959,200

Total decrease.....\$3,788,600

Louisville and Lexington Railroad.

The annual reports of the Louisville and Frankfort and the Lexington and Lexington companies, just issued, show that during the year ending June 30th, 1858, the gross receipts of the Louisville and Frankfort railroad were \$245,749.56—expenses \$136,694.42—net earnings \$109,055.14, being \$1,382 less than the previous year, and 14.72-100 per cent. on the stock, and 7.26-100 on the whole cost of the road. The expenses were increased the past year, owing to the additional amount of ballast and cross-ties, and the increased sums paid for building water stations. All of these were necessary expenditures, and add so much to the value and security of the road.

The amount of capital stock issued is \$741,069.41, and the debt of the company \$621,616.47—total debt and stock, \$1,362,685.78. In January 1861, the directors will begin making regular semi-annual dividends, as the savings of the road now enable them to meet all liabilities at maturity.

The receipts of the Lexington and Frankfort road, from July, 1857, to July 1858, were \$110,267.61.

Various improvements are suggested by the Superintendent. It will be necessary to replace all the cross-ties, and as locust trees of sufficient size cannot be procured, other wood will have to be used, which may be made as durable by a mineral process, at the small cost of fifty cents for each tie. The whole road is also to be ballasted. The bridges are reported to be in excellent condition, but it is contemplated to protect that across the Kentucky river at Frankfort, by some preservative metal applied to timber.

New Canadian Tariff.

The following circular, issued by the Commissioner of Customs of Canada, will be of service to our mercantile friends, in regard to the new Tariff in that Province:

Interpretative Instructions to Collectors of Customs.

Goods Paying Five per Cent. ad valorem.

Boiler plates, Angle, and T. Iron punched or not punched.

Yarn and Warp to include Woollen and all other kinds, as well as Cotton.

Iron chains exceeding $\frac{1}{2}$ of an inch in diameter, not being chain cables.

Goods Paying Fifteen per Cent. ad valorem.

Locomotives, Railroad Cars, all parts thereof not elsewhere specified.

Railroad fish plates and chairs of wrought Iron and the fastenings thereof.

Clocks and Watches.

Shelf hardware, not elsewhere specified, not being plated, and no part of which is of brass or copper.

Gums, Resins, and all other drugs and chemicals, in their first state of preparation for commercial uses.

Extracts and essential Oils not put up for retail.

Iron chains of $\frac{1}{2}$ of an inch and under.

Hogs' skins and other skins dressed, not elsewhere enumerated.

Goods Paying 15 or 20 per Cent. ad valorem, According to Material.

Shirts and other under garments, for male or female, Shirt collars, Stocks, Neck ties and Gloves, not deemed wearing apparel within the meaning of the Tariff, and to be classed according to the material of which any of those articles is made.

Goods Paying 20 per Cent. ad valorem.

All Goods in which wool is any way mixed up or used in the fabric.

India Rubber Manufactures, including wearing apparel.

Essence, Balsams, Cosmetics, Extracts, Pastes, Perfumes, Tinctures prepared and put up for immediate Toilet use.

Patent Medicines and Medicinal preparations to mean all medicines as proprietary articles, and all other compounded or prepared medicines ready for the dispensary.

Railroad Fish plates and chairs when of Cast Iron.

China Ware of all kinds, including Stone China.

Carpets of all kinds, of whatever material manufactured.

Saws, Augurs, Gimlets and Bits, as Edge tools.

Patent Leather.

Bells.

Iron Safes.

Chair and other Cabinet Makers' Stock, finished or unfinished, as cabinet ware.

Cotton and other webbing for coach and harness or saddlery furniture.

Goods Paying 25 per Cent. ad valorem.

Harness and Saddlery to apply to ready made articles of that description or parts thereof.

Goods Paying Specific Duty.

Starch, to include all preparations of Starch for whatever use intended.

Free Goods.

Woods of all kinds under the same restrictions as Timber and Lumber.

A Superior Railroad Bridge.

The Northern Central Crossing of the Susquehanna.—A creditable work has been done on the Northern Central Railway Company, in the construction of a railroad bridge across the Susquehanna river at Dauphin, nine miles above Harrisburg. The bridge was opened for traffic on the 31st March last. We have the following interesting particulars of the character, dimensions, and mode of its construction, which would indicate that it is one of the most superior and extensive structures of its kind and class in the country.

The total length of the bridge is 3,844 feet, divided into nineteen spans—seventeen spans of 210 feet each, one of 112 feet, and one of 153 feet. The height of the truss is 30 feet; width of bridge from out to out 21 feet. Total quantity of timber 2,321,804 feet, board measure; of which 1,801,720 feet are white pine, and 520,084 white oak; the total number of pieces of timber in the structure is 23,351; total lineal feet of timber 316,204, equal to about sixty miles in length. Total quantity of iron is 356,164 lbs., of which 211,272 lbs. are wrought and 144,892 lbs. are cast iron; total number of pieces of iron is 91,837, of which 80,795 are wrought iron and 61,041 cast iron. The lineal feet of wrought iron rods and bolts are 86,786, equal to 16 miles.

The bridge is after the plan of "McCallum's inflexible arched truss." The track runs nine feet above the lower chord. The structure was commenced on the 28th day of March, 1857, and was completed on the 31st day of March, 1858, having been but 370 days, or 320 working days, in process of construction. It stands on massive piers of masonry, directly over the falls in the Susquehanna, which rendered the process of raising one of unusual difficulty and hazard, especially as a large portion of the raising was done in winter. The contract was executed by McCallum, Seymour & Hawley, bridge builders, New York, the work proceeding under the auspices of A. B. Warford, chief engineer of the company, and P. P. Dickinson, engineer in charge, under whose more immediate supervision the work was done. From the beginning the work was conducted with energy and skill by all parties engaged, and considering the season of the year through which it was driven, it has been attended with a fair share of good fortune.

This bridge illustrates the advantage resulting to railroad companies from the adoption of the most approved form of structures on their roads. On other lengthy railroad bridges, built of timber, the trains are compelled generally to run at the slowest rate of speed, and men are often to be seen upon them engaged in the business of adjustment or repair; whereas in the case of the McCallum bridge at Dauphin, the structure is not noticed in the time-tables, and trains dash over it at an undiminished speed without danger or damage to the structure.

Within the past two months there have been three cases, which now occur to our recollection, where insufficient bridges have broken down and precipitated the trains into the gulf below. It is believed that large numbers of the bridges now in use are of doubtful capacity; indeed, it is known that many are aided by false work and other adventitious contrivances, which covers the weakness of the structure. Under such circumstances the public are likely to become a little nervous, and demand of railroad companies the adoption of structures absolutely safe. Such a course by the companies would undoubtedly conform to true economy. Such is the risk to property and life arising from deficient bridges that it is difficult to suppose that any company should venture to build a poor bridge with a view of saving money.—*Baltimore Sun.*

Mobile and Ohio Railroad.

This road is now in successful operation on the southern end to West Point, in Lowndes county, Miss., 232 miles from Mobile, and four miles laid on the Columbus (Miss.) branch. Track-laying is completed through Kentucky. The road is in operation from Jackson, Tenn., northward, 25 miles, and from Columbus, Ky., 44 miles. Total of the main line in operation 301 miles, and 4 miles of the Columbus branch. The progress during the past year has been 76 miles of main line and 4 miles of branch. A contract has been made for a sufficient quantity of rails and fastenings to complete the main line and Columbus branch. The table below exhibits a comparative statement of the receipts and earnings of the road as follows:

Earnings from Aug. 1, 1857, to Aug. 1, 1858.....	\$617,546 96
Earnings from Aug. 1, 1856, to Aug. 1, 1857.....	509,781 48
Increase.....	\$107,765 48

Bales.

Receipts of cotton from August 1, 1857, to August 1, 1858.....	107,450
Receipts of cotton from August 1, 1856, to August 1, 1857.....	76,254
Increase.....	28,196

Receipts of Cotton per Mobile and Ohio Railroad, with earnings of the road for the year ending July 31, 1858, compared with previous years.

MONTHS.	1855-'6.	1856-'7.	1857-'8.
August.....	952	1,675	67
September.....	1,318	6,346	5,266
October.....	4,402	18,555	17,866
November.....	5,225	13,830	20,114
December.....	6,241	16,348	23,195
January.....	4,915	11,441	8,644
February.....	5,196	4,141	12,980
March.....	2,988	2,747	9,747
April.....	1,990	3,259	4,675
May.....	1,520	713	3,796
June.....	1,099	163	618
July.....	423	36	482

Total.....36,269 79,254 107,450

EARNINGS.

MONTHS.	1855-'6.	1856-'7.	1857-'8.
August....	\$10,570 37	\$25,622 19	\$23,206 59
September..	9,534 59	42,422 88	43,211 76
October....	24,209 49	73,061 56	74,410 64
November..	23,239 38	56,962 45	76,615 05
December..	28,526 44	59,753 74	84,979 64
January....	24,438 16	55,056 36	49,651 39
February..	28,503 17	38,034 38	63,898 15
March.....	20,317 24	38,221 27	59,754 53
April.....	23,587 31	48,975 50	45,169 81
May.....	15,251 36	25,720 09	38,621 05
June.....	20,226 47	22,774 45	27,073 89
July.....	17,804 78	23,176 62	30,954 46

Total..\$246,208 76 \$509,781 48 \$617,546 96

Amount of cotton received for commercial year, 1857, 864 bales.

Valuation of Worcester.

The valuation has been reduced about two millions from last year, and the number of polls is 240 less. The rate of taxation is one dollar on the thousand less.

Real estate.....	\$10,990,800
Personal.....	5,395,200

Total valuation.....	\$16,386,000
Whole number of polls.....	\$5,360
Poll tax.....	1 70
Tax on one thousand dollars.....	7 00
Appropriations.....	98,950
County tax.....	19,065
State tax.....	6,725

The State tax is diminished from \$16,800 to \$6,700; being this year but a little more than one-third what it was last year. This reduces the poll tax from \$2 to \$1 70. The county tax was diminished about \$1,000 from last year. The city appropriations are \$22,000 less than in 1857.

Sunday Trains Abolished.

The stockholders of the Memphis and Charleston Railroad Company, at a recent meeting, passed a resolution expressive of their pleasure in any movement on the part of the railroad companies of the South, to abolish the Sunday service on all railroads, and pledging themselves to lend a hearty co-operation with railroads of the South generally for that purpose.

BURLINGTON & MISSOURI RIVER RAILROAD COMPANY'S LAND & ROAD MORTGAGE BONDS.

SEALED proposals will be received by this Company, at their office, No. 43 City Exchange, Boston, up to the 1st day of October next, at 1 o'clock P. M., for a loan of five hundred thousand dollars (\$500,000), in money, payable as follows:

- 10—Ten per cent. on the 5th day of October next, which first instalment the Company will retain without issuing Bonds therefor until the last instalment is paid.
- 20—Twenty per cent. on the 1st day of November next.
- 20—Twenty per cent. on the 1st day of December next.
- 10—Ten per cent. on the 1st day of January, 1859.
- 10—Ten per cent. on the 1st day of February, 1859.
- 10—Ten per cent. on the 1st day of March, 1859.
- 10—Ten per cent. on the 1st day of April, 1859.
- 10—Ten per cent. on the 1st day of May, 1859.

For each instalment except the first, Bonds will be issued, with proper adjustment of interest, when payments are made; or payments may be made earlier by notifying the Treasurer of the Company the day, at the time when the first payment is made.

The Construction Bonds now offered are in sums of \$500 and \$1,000 each, to be dated Oct. 1, 1858, having twenty-five years to run, bearing 8 per cent. interest, payable semi-annually in New York, being a part of an issue of one million of dollars which may be made, and secured by a first mortgage and trust deed to John M. Forbes, Henry P. Kidder, and John N. A. Griswold, Trustees of 40 miles of railroad and its appurtenances, and more than 200,000 acres of valuable land in Iowa, covering also the first section of 35 miles of road from Burlington to Skunk River, which section is subject to liens amounting to \$650,000. The proceeds of the lands constitute a sinking fund for the purchase and extinguishment of these Bonds; and by the terms of said mortgage and trust deed they are receivable at par in payment for any of said lands.

This issue will secure the completion of the road to Ottumwa, in the Des Moines Valley, (a central point for the business of Southern and Western Iowa,) early next year.

Further information may be obtained at the office of the Company or from its late report.

Other things being equal, a preference will be given to the smaller bids made by our stockholders, who are especially invited to share in the loan the Company reserving to themselves the right to consider the responsibility of the parties making the proposals, as well as the rate offered. With these exceptions, they will award the loan pro rata to the highest bidder.

[Signed] EDWARD L. BAKER, President.
J. N. DENISON, Treasurer.
Boston, September 6, 1858. 3137.

EUROPEAN & NORTH AMERICAN RAILWAY.**Notice to Contractors.**

SEALED tenders will be received at this office until Friday, 8th October next, at noon, for the grading, masonry and bridging of that portion of the E. & N. A. Railway between Sussex and Salisbury, a distance of Twenty-eight miles.

The line will be laid out in seven sections of about four miles each for which separate tenders will be received.

Materials and plant of all kinds to be furnished by the contractors.

Tenders must be accompanied with names of responsible parties willing to become security for the performance of the contract.

The Commissioners do not bind themselves to accept the lowest tender.

Plans, specifications, and terms of tender may be seen at the Engineer's office on and after 20th September.

The line is finally located and now ready for the examination of contractors.

Contractors in the United States may refer to Wm. PARKER, Esq., C. E., Boston.

By order of the Board,
R. JARDINE, Chairman.
RAILWAY COMMISSIONERS' OFFICE,
St. John's, N. B., Sept. 2, 1858. 4137

RAILROAD IRON.

WELSH or Staffordshire make, delivered on board at an English port or at a port in the United States.
NORRIS & BROTHER,
BALTIMORE.

IMPROVED PATENT METALLIC OIL,

MANUFACTURED UNDER THE PATENT OF
J. & W. W. CUMBERLAND,
And under the personal Superintendence of the Inventor.

THE NEW YORK CUMBERLAND METALLIC OIL WORKS,

FOOT OF 24th STREET, EAST RIVER.

OFFICE, 205 BROADWAY, NEW YORK.

WE respectfully call the attention of those interested in the running of

RAILROADS, STEAMSHIPS,**Machine Shops, Factories,**

and Machinery of all kinds, to the valuable qualities of our Oil.

1. It is entirely free from Gum, cools heated journals quicker than water, and keeps them cool by its superior anti-friction properties.

2. By its use less motive power is required than in using any other oil yet known. It will move machinery with very perceptibly less motive power than Sperm Oil.

3. The same quantity will last at least 33% per cent. longer than Sperm, or any other Oil, and the quality is always strictly uniform in its season. We make Summer and Winter Oil.

4. Having largely increased the capacity of our works, we have been enabled to reduce the prices below those of last year; and it is our intention to keep it at all times below the price of Sperm.

The prejudice existing against Oils has very properly grown up, and we are fully aware of the deceptions which have been and still are practised by unscrupulous persons; but we are prepared to substantiate all the foregoing statements relative to the superiority of our Oils, at

OUR OFFICE, 205 BROADWAY,

by large numbers of certificates of the best managed lines of Railroads, Steamships, Machine Shops, & Factories

in this country, testifying to its value as being greatly superior to any other. Most of the certificates being of prominent Companies, it is probable that more or less of them will be known to all. We have also the MEDALS and DIPLOMAS awarded to us by the AMERICAN INSTITUTE.

We will at all times be ready to refund the money if the facts above stated are not satisfactorily substantiated on trial of the Oil; and we only solicit from those who have never used it very small trial orders. We also make

SUPERIOR GREASE, TALLOW, AND BURNING OIL.

The BURNING OIL will burn in any lamp that will burn Sperm, lasting longer, and burning without smell or smoke.

We manufacture an

OIL EXPRESSLY FOR SEWING MACHINES, GREATLY SUPERIOR TO ANY OTHER, AND WITH LESS SMELL.

Several have attempted to imitate our Oil, calling it "METALLIC OIL," as well as giving it a similar appearance; and we would CAUTION buyers against them, and advise them to see that our brand—

"NEW YORK CUMBERLAND METALLIC OIL WORKS, FOOT OF EAST 24th ST."

with the names of the inventors and kind of Oil, is upon every package, however small.

Address,—

N. Y. C. METALLIC OIL WORKS,
205 BROADWAY,
NEW YORK.

TAW & BEERS,

DEALERS IN

Sperm, Whale and Elephant Oils,
Adamantine Car and other Candles,
AND MANUFACTURERS OF**TAW'S LUBRICATING
GREASE**FOR RAILROAD CARS
AND HEAVY MACHINERY.THIS celebrated GREASE has been in use upwards of
Ten years; and is in the opinion of FORTY RAIL-
ROAD COMPANIES, whom we regularly supply,
The Cheapest and Best Lubricator in use.Parties ordering, will please state the kind of box, or descrip-
tion of machinery.**TAW & BEERS,**
18 SOUTH WATER ST.,
Philadelphia.**RAILROAD IRON**

AND

EQUIPMENTS.**T. A. HOWLAND & CO.**

54 WILLIAM ST.,

HAYING the advantage of the most favorable arrangements
with both Foreign and American Manufact-
urers are prepared to supply Railroad Companies with
IRON and ROLLING STOCK on the most favorable
terms, and also to Negotiate their Securities.**THE ROUGH AND READY
ROLLING MILLS
OF DANVILLE, PA.,**All prepared to fill orders for RAILS of the best quality
at the market price.**T. A. HOWLAND & CO., Agents,**
54 William St., NEW YORK.**RAILROAD IRON.****THE RENSSLAER IRON COMPANY,
TROY, N. Y.,**OFFER Rails of their own manufacture deliverable as may
be desired by purchasers.**OLD RAILS**received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:

BUSSING, CROCKER & DODGE,
32 Cliff St.**RAILROAD IRON
AT ELMIRA, N. Y.**THE subscribers have American Railroad Iron for sale as
above; also Welsh Iron in New York and other markets.
FABER, PERKINS & CO.,
Brokers, 69 Wall St.

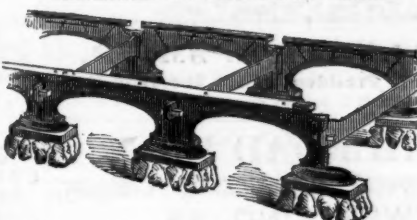
New York, August 10th.

FOR SALE.THE undersigned offer for sale the following valuable prop-
erty in the city of Alexandria, Virginia.An **IRON FOUNDRY**, with steam power, cupolas,
crucibles, flasks, and all the fixtures requisite for a first class
business, also an extensive assortment of patterns for Railroad
Machinery, Mill Gearing, Steam Engines, etc., etc.The foundry building is of brick, fire-proof, well-lighted and
has a clear floor 100 ft. x 60 ft. Also, the square of ground on
which the above is located, fronting on the Orange & Alexan-
dria Railroad and containing about 84,600 square ft. of ground.
The position is a very favorable one for the transaction of
an extensive foundry business and well worthy the attention
of parties disposed to engage in that business.Also for sale or lease their extensive **LOCOMOTIVE,
CAR BUILDING AND MACHINE WORKS** in
Alexandria, situated on the River Potomac, comprising Real
Estate, Buildings and Machinery for the transaction of a large
machine business of any kind.The location is considered a most desirable one, being im-
mediately on deep navigable water and in a city from which
three important railroads diverge, one of which connects with
a line of roads terminating at New Orleans, with diverging
lines from the South and South West.The subscribers will sell or lease this property or they will
work it in connection with parties who are disposed to invest
capital to purchase an interest with them. It is not deemed
necessary to give an extended description of the property, as
parties disposed to negotiate will probably examine for them-
selves.For terms, etc., apply to
Smith & Perkins,
Alexandria, Va.**SMITH & PERKINS,**
Alexandria, Va.**RAILWAY DIRECTORY**

FOR

1858,CONTAINING a correct list of all the Officers and
Directors of the RAILROADS IN THE UNITED
STATES AND CANADAS; together with their Length,
Capital, Cost, Debt, Earnings, etc., etc.; compiled from offi-
cial Reports by J. W. Low, Jr.Price in Paper covers, 50 cents each.
" Muslin " 65 " "

Orders addressed to

J. W. LOW, JR.,
4135 No. 9 South William St., NEW YORK.**BEERS'
ELASTIC IRON RAILWAY,
EMBEDDED TO THE COPING RAIL.**

Saving Life and Property from Accident.

HERE is an indestructible railroad resting upon foundations
below the frost and entirely independent of its effects,
with a rolled iron coping rail maintained in perfect line by the
continuous support of the foundation rail, and between which
last, and the coping rail is interposed a packing of vulcanized
gutta percha; saving one-third on motive power, and the en-
tire breakage of wheels and axles, which is only a simple re-
sult of the jumping and pounding motion communicated to the
train, by the undulations in the T r a i l, which are al-
ways increasing, under the pressure of such train; also more
than three-fourths of the current cost of relays, and repairs;
while the rolling stock will last twice as long, with a large re-
duction on first cost; making a total yearly saving in current
expense of from \$1,500 to \$2,000 per mile, which is equi-
valent to an additional value of some \$25,000 on every mile of
road as compared with semi-wooden structures of nearly
equal cost.Average cost of the iron railway, exclusive of grading, \$11-
000 per mile, and worth, at any time during 100 years, \$5,500
or old iron.

Also,—

**BEERS'
CAST-IRON ENDLESS RAIL,
FOR CITY RAILROAD.**This track is laid without tie, string piece, bolt, or spike;
the joints are rendered perfect by an upright iron wedge
splice, will wear twenty years without repairs, and then be
worth half the first cost as OLD IRON.

Expense per mile, when laid, from \$5,000 to \$8,000.

To examine a section of either track, or for descriptive
drawings with circular, address the undersigned at Brook-
LYN, N. Y.**S. A. BEERS, Civil Engineer,**
3m35 Inventor and Patentes for U. S. and Europe.**PROPOSALS FOR
LEASING
THE CHESTER VALLEY RAILROAD.**PROPOSALS will be received at the office of the Chester
Valley Railroad Company,**No. 429 WALNUT ST., PHILADELPHIA,**until the Thirtieth day of September next, for furnishing Stock
and Machinery, running the road and keeping it in good order
and condition for a period of not less than five years from the
thirty-first day of December, A. D. 1858.

Specifications can be seen at the office.

The Chester Valley Railroad begins at Bridgeport, Penn-
sylvania, on the Schuylkill River, near Norristown, (a point 6
miles from Philadelphia) where it connects with the Philadel-
phia and Norristown Railroad on the North bank, and the
Philadelphia and Reading Railroad on the South bank. It is
twenty-one miles in length, and runs for the greater part of
that length in a line nearly straight (having but few curves) to
the terminus at Downingtown, Chester county, where it con-
nects with the Pennsylvania Railroad. With the exception of
a light grade near Bridgeport, the Road is perfectly level.The great Chester Valley which it traverses is unsurpassed
in the abundance and fertility of its crops and farming pro-
duce, limestone quarries and iron ore beds.—The Road is in
good order, and doing an excellent Passenger and Freight bu-
siness, which is steadily increasing.All proposals to be addressed to **BENJAMIN RUSH, Esq.,**
President of the Chester Valley Railroad Company, Philadel-
phia.**CHAS. O'NEILL,**
Secretary.

6133

REMOVAL.**W. D. STARLING, Metal Broker and Rail Inspector,**
from Lawrence Pountney Lane, to the Vestry House,
Lawrence, Pountney Hill.
LONDON, 1857.

G. M. TRACY.

J. W. COOKE

**G. M. TRACY & CO.,
STOCKS, BONDS, ETC.
LOANS NEGOTIATED.****No. 49 EXCHANGE PLACE,
NEW YORK.****CHAS. A. FISHER,**Late of the firm of FISHER, DENNY & CO.,
No. 18 Exchange Place.STOCKS and Bonds bought and sold on commission. Loans
negotiated.**PETERS, CAMPBELL & CO.,
BANKERS AND DEALERS IN
DOMESTIC EXCHANGE AND BANK NOTES,
No. 50 WALL STREET,
NEW YORK.****SPECIAL ATTENTION GIVEN TO
COLLECTIONS
IN ALL PARTS OF THE UNITED STATES.****PETERS, SPENCE & CO., Lynchburg, Va.****D. T. O. PETERS, } DAVID E. SPENCE,
N. H. CAMPBELL, } DEXTER OTEY.**REFER TO
**JAS. T. SOUTHER, Esq., Pres't Bk Republic, } New York City
American Exchange Bank,
Banks and Bankers, Richmond and Lynchburg, Va.****KETCHAM & WILLIAMS,
STOCK BROKERS,****No. 1 HANOVER STREET,**Near Wall, NEW YORK.
Stocks and Bonds bought and sold on Commission, and
Loans negotiated.**DUNCAN, SHERMAN & CO.,
BANKERS,**

Corner Pine and Nassau Sts., NEW YORK,

CIRCULAR NOTES AND LETTERS OF CREDIT,
For travelers, available in all the principal cities of the world.
ALSO, MERCANTILE CREDITS,
For use in EUROPE, CHINA, etc.**SIMEON DRAPER, Auctioneer.****By SIMEON DRAPER,
Office, No. 36 PINE ST., NEW YORK.
REGULAR AUCTION SALES
AT THE MERCHANTS' EXCHANGE EVERY DAY.
STOCKS and BONDS bought and sold at private sale.
Sale every day at 12 1/2 o'clock. See Catalogue.****H. MEIGS, Jr. & SMITH,
BANKERS and BROKERS,****39 WILLIAM STREET,**

(FIRST BUILDING BELOW WALL STREET.)

STOCKS and BONDS Bought and Sold on Commission.

MERCANTILE PAPER and LOANS Negotiated.

INTEREST ALLOWED ON DEPOSITS.

HENRY MEIGS, Jr. WM. ALEX. SMITH.

New York, May 11, 1858.

**TWO 26 TON FREIGHT ENGINES,
\$5,000 EACH.**

4 ft 8 1/2 in. Gauge 6 ft and 4 ft 8 in. Wheels.

Cylinders, 15x24 157 Flues, 1 1/2 x 11 ft 7 in.

THESE Engines cost \$9,000 each, and have been built
about three years, have new Cranks and Tires, and are in
good order. For sale by**WILLIAMS & PAGE,**
3m30 44 Water St., BOSTON, Mass.**PATENT
GRATE BARS,**

MANUFACTURED BY THE

SALAMANDER GRATE BAR COMPANY.THESE Bars are warranted superior to any other kind in
use for economy, in durability and saving of fuel.
They are adopted in most of the extensive Manufactories,
Steamers and Railroad Companies, &c. have given
testimonials of their superiority.Orders promptly executed. Send dimensions to the office of
the Company, No. 30 Pearl St., N. YORK. 3m30

NOTICE TO CAR BUILDERS.

WANTED to contract for a train of Passenger Cars, consisting of one Baggage Car, one Accommodation do, one Gentlemen's Coach and one Ladies' Coach.

Plans and specifications to be seen at my office.

WILLIAM MAHONEY,
Chief Eng'r and Supt.
Norfolk and P. R. R. Co.

NORFOLK, Va., August 31, 1888

THE ROUND OAK IRON WORKS, STAFFORDSHIRE, ENGLAND.

Lord WARD, Proprietor.

MANUFACTURE RAILS, BOILER PLATES, SHEETS, HOOPS AND BARS, of every variety of pattern.

NORRIS & BROTHER,
Agents for the United States,
12 SOUTH CHARLES STREET,
BALTIMORE.

6m38

TUBULAR RAIL

Railroad Managers will be interested by an examination of the "TUBULAR RAIL," patented in Europe and America by STEPHENS & JACKSON, Covington, Ky. These rails have decided advantages over any rail hitherto made, among them the following:

The "Tubular Rail" of 50 lbs. per yard has greater strength and elasticity, with the same outside surface as solid rails of 60 lbs. per yard.

Its density is greater,
Its welding nearer perfect, and
Its durability superior.

Unlike other new forms of rail, it can be put down on the same chairs, and with the same fastenings, used with common T rails.

The arrangements to manufacture are such that these rails can be furnished of any American or Foreign make.

Reference is made to the officers of all the railroads in the vicinity of Cincinnati.

Additional particulars and circulars may be had by addressing
E. W. STEPHENS,
Cincinnati, Ohio.

RAILROAD IRON. WOOD, MORRELL & CO.,

Having leased the extensive Works of the

Cambria Iron Company,

Situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,

ARE now prepared to execute, at short notice, orders for RAILS of any required pattern or weight, on the most liberal terms.

Philadelphia Office, { North Penna. R. R. Building,
No. 407 Walnut st.

IRON BOILER FLUES.

Lap-Welded Boiler Flues,
1½ to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ¼ to 6 inches bore, with Screw and Socket Connections. T's, L's, Stops, Valves, Flanges, &c., &c.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.

Established 1821.
Warehouse—209 South Third st.,
PHILADELPHIA.

STEPHEN MORRIS, CHAS. WHEELER, JR.,
THOS. T. TASKER, JR. STEPHEN P. M. TASKER

MORRIS & JONES & CO.,
IRON MERCHANTS,
MARKET AND SIXTEENTH STREETS,
PHILADELPHIA.
IRON AND STEEL
IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
OUT NAILS AND SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills, Furnaces and Forges in this State, orders for any description of Iron can be executed.
August 18, 1884. 1y38

THE RAILROAD IRON MILL COMPANY, CLEVELAND, OHIO, MANUFACTURERS EXCLUSIVELY OF RAILROAD IRON.

THIS is a new ROLLING MILL, having been working only eighteen months, and confined to work for roads on this line between Buffalo and Chicago in re-rolling old Rails. The capacity is Forty Tons per day. It is well situated for receiving old Rails, either by Railroad or Lake.

Orders are now solicited

From Roads in other sections of the country; and work will be made with New Iron in the heads, if desired.

Apply to

ALBERT G. SMITH,

President of the Incorporation.

February, 1888.

RAILROAD IRON.

The Crescent Manufacturing Company,
WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for Rails of any required pattern and weight, and to re-roll old rails, on the most liberal terms.

N. WILKINSON, Secy,
WHEELING, VA.

84

RAILROAD IRON. CONTRACTS FOR RAILS,

AT A FIXED PRICE OR ON COMMISSION,
DELIVERED AT AN ENGLISH PORT,
Or at a Port in United States,

WILL BE MADE BY THE UNDERSIGNED,
THEODORE DEHON,
10 Wall st., near Broadway, New York.
500 tons T rails on hand 54 to 57 lbs. per linear yard.

RAILROAD IRON.

The undersigned, Agents for leading Manufacturers in STAFFORDSHIRE AND WALES,
ARE PREPARED TO CONTRACT FOR DELIVERY
On board ship at Liverpool, or Welsh port.

C. CONGREVE & SON,
15 Cliff st., N. Y.

RAILROAD IRON.

The Undersigned, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT TO DELIVER
Free on Board at Shipping Ports in England, or
At Ports of Discharge in the United States,
RAILS OF SUPERIOR QUALITY,
And of Weight or Pattern as may be required.

VOSE, LIVINGSTON & CO.,
New York, Aug. 1, 1885. 9 South William Street.

RAILROAD IRON.

The Subscribers, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT FOR THE
DELIVERY OF RAILROAD IRON AT ANY PORT
in the United States or Canada, or at a shipping port in Wales.
WAINWRIGHT & TAPPAN,
Boston, June, 1881. 29 Central Wharf.

RAILROAD IRON AND COMMON BARS.

THE UNDERSIGNED,

Sole Agents to Messrs. GUEST & CO.,
The Proprietors of the Dowlais Iron Works,
Near Cardiff, South Wales,

ARE duly authorized to contract for the sale of their G. L. Railroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAXIN, 70 Broad st.

RAILROAD IRON & CHAIRS.

THE LACKAWANNA IRON AND COAL CO.

Are now prepared with increased facilities to contract for
RAILS AND CHAIRS

At their Works at SCRANTON, PENNA.

Address J. H. SCRANTON, Pres't, at SCRANTON,
or, THEO. STURGES, Treas., 46 Exchange Place, New York.

NEW ENGLAND RAILROAD MUTUAL FIRE INSURANCE CO.

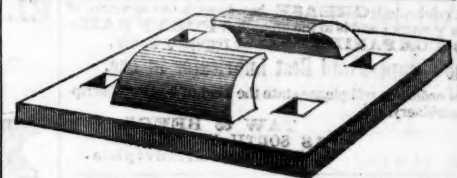
Office, No. 11 Railroad Exchange, Boston.

THIS Company, composed of Railroad Corporations, insures on the Mutual principle, against loss by Fire, BUILDINGS, BRIDGES, ROLLING STOCK, and other property in which the members have an insurable interest.

DIRECTORS:
S. Hooper, Uriel Crocker, Charles L. Putnam,
Stephen Fairbanks, Wm. Minot, Jr., S. H. Walley,
Wm. A. Crocker, I. M. Spelman, Waldo Higginson.

WALDO HIGGINSON, President.

CHARLES G. HOBART, Secretary.



JACOB ROWE, GENERAL COMMISSION MERCHANT,

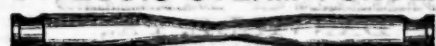
Nos. 6 & 8 Broadway, and 8 Beaver St.

ORDERS received for all sizes: MERCHANT BAR, and RAILROAD IRON, AMERICAN and SCOTCH PIG IRON, SUPERIOR WROUGHT IRON RAILROAD CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

OFFICE, 8 BROADWAY,
Corner Beaver st., opposite the Bowling Green, NEW YORK.

REFERS TO
Messrs. Cooper & Hewitt, Messrs. Stillman, Allen & Co.,
Messrs. Wm. Oothout & Bro., Peter Cooper, Esq.,
Messrs. Marshall Leferts & Bro. James L. Jackson, Esq.

ST. LOUIS STEAM FORGE.



ROBERTSON & LOWE,
COR. MAIN AND CEDAR STREETS,
ST. LOUIS, MO.,

MANUFACTURE

CAR AXLES,
AND EVERY DESCRIPTION OF
LOCOMOTIVE FORGINGS.

ALSO,

STEAMBOAT SHAFTS, CRANKS, TOBACCO SCREWS,
HAMMERED BAR IRON,

AND EVERY VARIETY OF

Forgings for Machinists' Use.

NOTICE TO Presidents, Directors and Gen. Superintendents OF RAILROADS.

I WISH TO INTRODUCE MY NEW PATENT
CAR BRAKE

which I claim to be the cheapest, strongest and most efficient of any now in use. AND WILL AT MY OWN COST PUT THE BRAKE ON ANY CAR OF A COMPANY WHO WOULD DESIRE TO TEST ITS MERITS. All those interested are invited to call at 61 Chambers st., where the model and specifications are to be seen.
6m28 J. D'HOMERGUE.

AMERICAN COAL CO.

GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their coal, delivered on board vessels at the depots at Baltimore, Georgetown and Alexandria, on the most favorable terms. The coal is from the George's Creek basin, entirely free from slate, and for steamers, locomotives and foundries is unsurpassed and unequalled in quality by any coal brought to this market, except that coming from the same basin.

The Company will procure vessels at the lowest rates, when desired, without charge.
Orders for quantities less than a cargo, will be filled at the yard of RANDALL & MORRELL, Jersey City, adjoining the Cunard Wharf.

Office, 50 Exchange Place. W. TITUS, Secy.

VAN RIPER'S DINING SALOON.

Nos. 34 and 34½ Pine Street.

MERCHANTS and others doing business in the vicinity of the Custom House, should patronize this well conducted establishment.

Every car will be taken to give satisfaction to the most fastidious, and the proprietor feels confident in his ability to please those of his friends and strangers who may favor him with a call.
THEODORE VAN RIPER, Proprietor.

H. H. GOODMAN & CO.,
No. 7 WALL ST., NEW YORK,
Dealers in Railway, City, County, and State
BONDS,
RAILS, LOCOMOTIVES, &c.
We have on hand and for sale, of County Bonds—
Hartford County (Ky), 5 per cts. Davidson O'ry (Tenn.), 5 p.cts.
Bartter, Bath, and Montgom- Iowa County (Wis.), 5 per cts.
ery (Ky), 5 per cents. Mineral Point do. do.
Also a variety of CITY, COUNTY, and RAILWAY
SECURITIES in smaller lots.
April 30th, 1856.

RAILROAD SUPPLIES.
WILLIAMS & PAGE,
No. 44 Water, between Congress and Kilby Streets,
Boston, Mass.

Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,
(on hand or made at short notice.)

Wheels and Axles of all kinds,
LOWMOOR, AMES', BOWLING, and NASHUA TIRES,
IRON AND STEEL,
Of all kinds for Shops and Tracks.

Car Trimmings, Paints, Oil, Varnish, Car and Switch
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
Springs, Chairs, Hose and Belting, Ash, Pine and other Tim-
ber, and ALL MATERIALS USED in Equipment and Repairs of
Railroads, Engines and Cars, at lowest prices.

THOS. S. WILLIAMS, **PHILIP S. PAGE,**
Late Sup't Boston & Me. R. R. Late Page, Alden & Co.
REFERENCES.

JAMES HAYWARD, President **PHILIPS, DODGE & Co., N.Y.**
Boston and Maine R. R. **COOPER, HEWITT & Co., do.**
Capt. Wm. H. SWIFT, Boston. **RENNY, BUCK & Co., Phila.**
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OLD STAND.
RAILROAD AND CAR FINDINGS.
A. BRIDGES & CO.,
SUCCESSORS TO BRIDGES & BRO.,

Will continue the Railroad and Car Furnishing business,
and deal in Locomotive and Hand Lanterns, Enamelled
Road Lining, Brass and Silver Trimmings, Cotton Duck for Car
Covers, Portable Forges and Jack Screws, Bolts, Nuts and
Washers, Ship and Bridge Bolts, and Iron Forgings of almost
every description, etc., etc., at the OLD STAND,
64 COURTLAND ST., NEW YORK.

Orders for the purchase of goods on commission, aside
from our regular business, respectfully solicited.

ALBERT BRIDGES, { Of the late firm of
JOEL C. LANE. { BRIDGES & BRO.

I.W. Rhineland. James A. Boorman. Edwin A. Post.
RHINELANDER, BOORMAN & CO.,
RAILWAY AGENTS

AND
COMMISSION MERCHANTS,
SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
CONSTRUCTION AND OPERATING OF RAILWAYS.
BANK OF COMMERCE BUILDING, NEW YORK.

REFER TO
John A. Stevens, Esq., President Bank of Commerce.
Sam'l Sloan, Esq., President Hudson River Railroad Co.
James Boorman, Esq., Messrs. Stillman, Allen & Co.
Messrs. Cooper & Hewitt, Messrs. Duncan, Sherman & Co.

M. K. JESUP & CO.,
No. 44 EXCHANGE PLACE,
RAILWAY AGENTS AND
COMMISSION MERCHANTS,
DEALERS IN FOREIGN AND AMERICAN
RAILROAD IRON,
HAVE FOR SALE ON COMMISSION
LOCOMOTIVE ENGINES,
PASSENGER AND FREIGHT CARS,
WROUGHT AND CAST IRON CHAIRS,
Spikes, Car Wheels, Axles, Tyres, etc.

S. B. BOWLES,
MANUFACTURER AND DEALER IN
RAILROAD
SUPPLIES,
No. 12 GOLD STREET,
(Between PLATT and MAIDEN LANE.)
NEW YORK.

A. S. & A. G. WHITON
72 FINE ST., NEW YORK,

DEALERS IN
RAILROAD IRON,
CHAIRS AND SPIKES,
LOCOMOTIVES,
PASSENGER AND FREIGHT CARS.

MANUFACTURERS' AGENTS
FOR Seller's Iron Turn Tables, Dimpfel's Patent Blower,
Gardiner's Volante Car Springs and

RAILWAY SUPPLIES GENERALLY.
ALSO
NEGOTIATORS OF SECURITIES.

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SUCCESSOR TO
PRATT & FREEMAN,
PHILADELPHIA
RAILWAY SUPPLY AGENCY,
No. 123 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS' TOOLS,
MINERS' TOOLS, ETC.
COTTON WASTE.
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STREAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
Superior Car Upholstery, etc.
AGENCY OF THE KEROSENE OIL COMPANY.
Orders solicited, promptly filled, and forwarded with
despatch and care at the manufacturers' lowest prices.

CINCINNATI.
HEWSON & HOLMES,
AUCTIONEERS AND STOCK BROKERS,
Have regular sales of Stocks, Bonds, and other Securities

EVERY
WEDNESDAY AND SATURDAY,
At 1 o'clock at the Merchant's Exchange,
AND IF REQUIRED,

SPECIAL SALES
ON MONDAY, TUESDAY, THURSDAY, AND FRIDAY.
OFFICES—Nos. 33 and 35 Walnut street.
Where they offer at private sale

A GREAT VARIETY OF
State, County, City and Railroad BONDS and STOCKS
NEGOTIATE
LOANS, NOTES, BILLS OF EXCHANGE,
AND COLLECT
DIVIDENDS, LEGACIES, DEBTS, &c.
REFERENCE—Ohio Life Insurance & Trust Company Bank

CINCINNATI STOCK EXCHANGE.
KIRK & CHEEVER,
Stock Brokers and Railroad Agents,
NO. 33 WEST THIRD STREET,
CINCINNATI, OHIO.

Railroad Stocks, Bonds, &c., bought and sold on commission.
Regular sales at public auction at the MERCHANTS' EXCHANGE.

FINAL SALE OF
LOTS!
IN
KENTUCKY CITY!

On MONDAY, 27th day of
SEPTEMBER, 1858,
WILL commence the second and final Sale of Lots in this
growing and most interesting
YOUNG CITY.

The Trustees in announcing this Sale, feel warranted in as-
suring the public that at no point in the West can there be
found **EQUAL OPPORTUNITIES** for safe and
profitable investment.

KENTUCKY CITY
is located on the east bank of the Mississippi, upon the near-
est high land, (or above overflow), to the mouth of the Ohio
river, and for all practical business purposes, is, and will for-
ever be the mouth of the Ohio.

KENTUCKY CITY and **COLUMBUS** contains
four thousand three hundred acres, laid off into lots, streets,
alleys, etc.; 500 acres in quarter and half lots; the remainder
in one, two, four, ten, twenty, forty and sixty acre lots. It is
from 4 to 210 feet above high water mark, and surrounded by a high

Healthy and Fertile Country,
Rapidly growing in wealth and population, with a salubrious
climate, and generous, liberal, enlightened and refined society.
There was wanted but one further feature to make this the most
commanding point on the great "Father of Waters." This
was uninterrupted communication with the interior of the ad-
jacent States, to accommodate internal commerce and facilitate
the interchange of commodities. That want is now fully met
by the established system of

RAILROADS
Which has fixed **KENTUCKY CITY** as the center
of a net-work of Railroads stretching out and affording
connections in all directions with the interior and with the cities
and lakes of the North and East, and ramifying throughout
the whole South and West.

That the public may not be led off by suspicious that this is
a mere city on paper, we request you to enquire—to come and
see—for yourselves.

See the MAP—**Kentucky City** is the northern termi-
nus of the Great Mobile and Ohio Railroad—460 miles long.
See also our railroad connection by Union City and along the
Nashville and North western Railroad via Paris and Clarksville
to Nashville, 170 miles. Also, by Kenton and along the
Memphis and Ohio road to Memphis, about 160 miles. Also,
via Jackson, Tenn., Holly Springs, Canton and Jackson, Miss.,
to New Orleans, 560 miles. Also, via Corinth, thence along
the Memphis and Charleston Railroad to Tusculum, Huntsville,
Chattanooga, Knoxville, and the East, and with Atlanta
and Savannah, Georgia. Also, by the Fulton and Texas Rail-
road via Little Rock, through Arkansas and Texas to the
Pacific Ocean.

Also, by the Iron Mountain Railroad to St. Louis, 150 miles.
Also, by the

STEAM FERRY PACKETS,
Plying to and fro with Cairo and the Illinois Central Railroad
to Chicago and the whole North-west.

Intelligent, enterprising and practical men who will come and
see and investigate in person, will be convinced that the extra-
ordinary commercial advantages and facilities of Railroad
and Steamboat Transportation possessed by **Kentucky City**
secure to this point requisites for manufacturing
and commercial purposes, which must, of necessity, cause
it speedily to become the great intermediate city between the
NORTH and the **SOUTH**, at which the productions and
manufactures of each section will be concentrated for sale, or
to be exchanged for those of the other.

The Hon. Post Master General, in a recent report, says:
"No man can look at the map of this country without his eye
finally resting on the mouth of the Ohio as the center of popu-
lation and commerce of the United States."

The sale is to be made without reserve, and in good faith,
and there will always be a reliable gentleman on the ground,
whose pleasure and duty it will be to give all needful informa-
tion, and answer all written or oral interrogatories. Then let
no one permit himself to be led off by rumor, when the facts
are so accessible to all.

Sale to commence—
Monday, September 27th, 1858
and continue until all the Lots are sold.

TERMS OF SALE.
Ten per cent, cash in hand, for the residue, a credit of one
and two years, with interest.

BEN EDWARDS GREY,
E. I. BULLOCK,
W. H. H. TAYLOR,
Trustees.

Address for full information,
FRANK JAY McLEAN, Att'y in fac
Kentucky City, Ky.

THE ALBERT FREESTONE COMPANY

SUPPLY THE BEAUTIFUL

Buff-Colored Freestone

WHICH enters into a large number of the finest Buildings recently erected in New York, Baltimore, Philadelphia, Portland, Halifax, Norfolk, St. John, etc. They also furnish the SAME STONE of a BROWN COLOR with a ROSE TINGE. Orders will be taken for any point on the Atlantic Seaboard or for Inland Cities.

Directors:—JOHN TRAYNES, CHARLES E. ANDERSON, JOSEPH FOWLER, SAMUEL P. DINSMORE, M. DUDLEY BRAN, GEORGE E. COOK, WILLIAM H. DUNCAN, HENRY V. POOR. JOHN TRAYNES, Esq., Pres't; CHARLES E. ANDERSON, Esq., Vice Pres't; JOSEPH FOWLER, Esq., Treas'r; SAMUEL P. DINSMORE, Secretary.

Offices: 15 NASSAU ST., (Commonwealth Building), N. York. Communications by Mail should be addressed to the Secretary. Manager of the Quarries—CAPT. G. W. LANG, Harvey, New Brunswick.

"The great beauty of this stone commended it to our committee; the stone is universally admired."—*Pennsylvania R. R. Co.* "No sulphuretted iron in it."—*Francis Alger, Esq., Boston.* Average resisting power to the square inch 6,632 lbs.—more by 3,110 lbs. than any other Freestone in use.—*Hatfield's Tests.* "Is without grain or cleavage."—*T. Bursall, Engineer, Birmingham, Eng.*

"Coming to be the favorite material."—*N. Y. Times.* "Finest Freestone in N. America."—*The late J. G. Percival.* "Surfaces of this Freestone, for ages exposed to the weather, have perfectly withstood the action of water and frost."—*Professor C. T. Jackson, Boston, Mass.*

"It has a color unsurpassed, one of the neutral tints which harmonizes with everything in nature, and is equally pleasant to the eye in fair day or foul, and whether the building has a background of sky, water or foliage."—*N. Y. Express.*

"It contains no scale of mica, no carbonate of lime."—*F. Alger.*

"A grand building stone."—*New York Evening Post.* "Beyond doubt the very best material we have ever seen in this country."—*John Struthers, Philadelphia.*

"Frost, snow and ice of the severest winters have no effect upon it."—*John Whitelaw, Baltimore.*

"Light, agreeable and cheerful color, and gives a pleasant aspect to our streets. Retains its uniformity of color."—*Professor C. T. Jackson, Boston, Mass.*

"I greatly admire your beautiful Freestone, and only regret that the Building to which I have devoted so much of my time and means, was not built of it."—*Peter Cooper, Esq., N. York.* "Must not be confounded with any other stone from the British Provinces."—*Company's Circular.*

"A monopoly of the very best building material in the world."—*Professor J. L. Hayes, Washington, D. C.*

WATERBURY BRASS AGENCY,

ALEX. ANDERSON, AGENT.

53 BEEKMAN STREET, NEW YORK,

FOR THE SALE OF

SHEET BRASS,

COPPER AND BRASS WIRE,

BRASS AND COPPER TUBING,

COPPER RIVETS AND BURS, ETC.

Manufactured at WATERBURY, Conn.

PROSSER'S PATENT

LAP-WELDED

IRON BOILER TUBES,

SAFE FROM END TO END.

EVERY article necessary to DRILL THE TUBE-PLATES and to SET THE TUBES in the best manner.

Tubes for ARTESIAN WELLS. Pump Shafts. Line Shafts, conveying Steam or Water, etc. etc. SCREWED TOGETHER, FLUSH ON BOTH SIDES, OR WITH COUPLINGS either outside or inside; also EXPANDED INTO FLANGES.

PATENT SURFACE CONDENSER.

AGENTS FOR

KRUPP'S CELEBRATED CAST-STEEL for SHAFTS, RAILWAY AXLES, TIRES, PLATE'S BOILERS, RIFLE AND GUN BARRELS, CANNON, &c.

THOMAS PROSSER & SON,
28 PLATT ST., NEW YORK.

Railroad Iron.

700 TONS, about, or in store, of "W. Crawshaw's make. For sale by

THEODORE DEHON,

10 Wall St., near Broadway,
New York.

Railroad Iron.

1,000 TONS Railroad Iron, weighing about 53 lbs. per yard, "Erie" pattern, of best quality Welsh make, now ready for delivery, for sale by

VOSE, LIVINGSTON & CO.,

August 1st, 1857.

9 South William St.

RICHARD B. COWLEY,
MANUFACTURING JEWELER,
3½ Division St., 3rd floor, City of New York.
MASONIC, Sons of Temperance and Odd Fellows Lodge
Jewels, from new patterns and dies, made to order and
constantly on hand.
All orders promptly attended to. *6m25*

RAILROADS AND STEAMBOATS.

FOR BOSTON AND PROVIDENCE via NEWPORT and FALL RIVER.—The splendid and superior steamer METROPOLIS, Capt. Brown, leaves New York every TUESDAY, THURSDAY and SATURDAY, at 5 o'clock P. M., and the BAY STATE, Capt. Jewett, on MONDAY, WEDNESDAY and FRIDAY, at 5 o'clock P. M.; from Pier No. 3, N. R., near the Battery; both touching at Newport each way.

Hereafter no rooms will be regarded as secured to any applicant until the same shall have been paid for. Freight to Boston is forwarded through with great dispatch by an Express Freight Train.

WM. BORDEN, Agent, Nos. 70 and 71 West St.

The REGULAR MAIL LINE

VIA STONINGTON, for BOSTON and PROVIDENCE
—Inland route—the shortest and most direct, carrying the Eastern Mail.

The steamers PLYMOUTH ROCK, Capt. Joel Stone, and C. VANDERBILT, Capt. W. H. FRAZEE, in connection with the STONINGTON & PROVIDENCE and BOSTON & PROVIDENCE RAILROAD, leaving New York daily (Sundays excepted) from Pier No. 2, North River, first wharf above Battery Place, at 5 o'clock P. M., and Stonington, at 8½ P. M.; or on the arrival of the mail train which leaves Boston at 5.30 P. M.

The C. VANDERBILT, from New York Monday, Wednesday and Friday; from Stonington Tuesday, Thursday and Saturday.

The PLYMOUTH ROCK, from New York Tuesday, Thursday and Saturday; from Stonington Monday, Wednesday and Friday.

Passengers proceed from Stonington per railroad to Providence and Boston in the Express Mail Train, reaching said places in advance of those by other routes, and in ample time for all the early morning lines connecting North and East. Passengers that prefer to remain on board the steamer, enjoy a night's rest undisturbed, breakfast if desired, and leave Stonington in the 7 A. M. train for Providence and Boston.

A baggage master accompanies the steamer and train through each way.

For passage, berths, state rooms or freight, apply on board the steamer, or at the Freight Office, Pier No. 2 North River, or at the office No. 10 Battery Place.

RAILROAD MAPS,

THE BEST "GUIDE" IN THE WORLD,
FOR SALE AT THIS OFFICE.

Price of Pocket Edition, by mail, pre-paid. \$1.00

" Mounted on Rollers..... 3.00

" " " Colored in Counties..... 5.00

RAILROADS.

NEW YORK & NEW HAVEN R. R.

1858. SUMMER ARRANGEMENT. 1858.
Commencing May 13, 1858.

Passenger station in New York, corner 27th St. and 4th av.; entrance on 27th St.

TRAINS LEAVE NEW YORK

For New Haven, 7, 8 A. M. [ex.]; 12, 45, 4.20 [ex.], and 5.30 P. M. For Bridgeport, 7, 8 A. M. [ex.], 12, 45, 4.20 [ex.], and 5.30 P. M. For Milford, Stratford, Fairfield, Southport and Westport, 7 A. M.; 12, 45, 3.45, 5.30 P. M. For Norwalk, 7, 9 A. M.; 12, 45, 3.45, 4.20 [ex.], 4.45, 5.30, 6.30 P. M. For Darien and Greenwich, 7, 9 A. M.; 12, 45, 3.45, 4.45, 5.30, 6.30 P. M. For Stamford, 7, 8 [ex.], 9 A. M.; 12, 45, 3.45, 4.20 [ex.], 4.45, 5.30, 6.30 P. M. For Port Chester and intermediate stations, 7, 9 A. M.; 12, 45, 3.45, 4.45, 5.30, 6.30 P. M.

CONNECTING TRAINS.

For Boston, 8 A. M. [ex.], 4.20 P. M. [ex.]. For Hartford and Springfield, 8 A. M. [ex.], 4.20 P. M. [ex.]. For Connecticut River Railroad to Montreal, 8 A. M. [ex.], and 4.20 P. M. [ex.], to Northampton. For Canal Railroad to Northampton, 8 A. M. [ex.], and 12.45 P. M. For Housatonic Railroad, 8 A. M., 4.20 P. M. For Naugatuck Railroad, 8 A. M., 12.45 and 3.45 P. M. For Danbury and Norwalk Railroad, 7, 9 A. M., 4.20 P. M.

JAMES H. HOYT, Sup't.

NEW JERSEY RAILROAD.

For Philadelphia and the South and West,
VIA JERSEY CITY.

MAIL and Express Lines leave New York at 8 and 11 A. M., and 4 and 6 P. M.; fare \$3; 11 and 4 go to Kensington. Through Tickets sold for Cincinnati (\$17 and \$18.50) and the West, and for Baltimore, Washington, Norfolk, etc., and through baggage checked to Washington in 8 A. M. and 6 P. M. trains.

W. WOODRUFF, Assistant Sup't.

No baggage will be received for any train unless delivered and checked fifteen minutes in advance of the time of leaving.

New York and Erie R. R.

On and after Monday, May 10, 1858, and until further notice

PASSENGER TRAINS
will leave Pier foot of Duane street, as follows, viz:—

DUNKIRK EXPRESS, at 6 A. M. for Dunkirk and principal intermediate stations.

MAIL TRAIN, at 8 A. M., for Dunkirk and Buffalo, and intermediate stations.

ROCKLAND PASSENGER, at 3 P. M., from foot of Chamber st., via Piermont, for Suffern's and intermediate stations.

WAY PASSENGER, at 4 P. M., for Newburgh, Middletown and intermediate stations.

NIGHT EXPRESS, at 5 P. M. for Dunkirk and Buffalo.

The above trains run daily, Sundays excepted.

These Express Trains connect at Elmira, with the Elmira, Canandaigua and Niagara Falls Railroad, for Niagara Falls; at Binghamton with the Syracuse and Binghamton Railroad, for Syracuse; at Corning with Buffalo, Corning and New York Railroad, for Rochester; at Great Bend with Delaware, Lackawanna and Western Railroad, for Scranton; at Hornellsville with the Buffalo and New York City Railroad, for Buffalo; at Buffalo and Dunkirk with the Lake Shore Railroad or Cleveland, Cincinnati, Toledo, Detroit, Chicago, etc.

CHARLES MORAN, President.

HUDSON RIVER R. R.

FROM May 10th, 1858, Trains will leave Chambers street station as follows: Express Trains, 6 A. M., and 5 P. M.; Albany and Troy Passenger Train, 11½ A. M. and 10 P. M.; for Dobbs Ferry, 6½ A. M. and 4 P. M.; for Tarrytown, 7 P. M.; for Sing Sing, 10½ A. M. and 3 P. M.; for Poughkeepsie, 8 A. M., 1 P. M. and 3½ P. M.; for Peekskill, 5½ P. M. The Poughkeepsie, Peekskill, Sing Sing, Tarrytown and Dobbs Ferry Trains stop at the Way stations. Passengers taken at Chambers, Canal, Christopher and Thirty-first streets. Trains for New York leave Troy, at 4½ and 10.20 A. M., and 4½ and 9½ P. M.; and Albany, at 4½ and 10.50 A. M., and 4.05, 4.45 and 3½ P. M.; on Sundays, at 9½ P. M.

A. F. SMITH, Sup't.

U. S. MAIL AND EXPRESS ROUTE DIRECT FOR Iowa, Kansas and Nebraska.

CHICAGO, BURLINGTON & QUINCY RAILROAD.

THE ONLY DIRECT ROUTE FROM
CHICAGO TO AURORA, MENDOTA, PRINCETON
GALESBURG, QUINCY, BURLINGTON, ANY PART
OF SOUTHERN OR CENTRAL IOWA, KANSAS
OR NEBRASKA.

PASSENGER TRAINS leave the Central Depot, foot of South Water street, Chicago, daily as follows:—

9.45 A. M.—MORNING EXPRESS.—Connecting at Mendota with Illinois Central Railroad, north for Amboy, Dixon, Galena and Dunleith, south for La Salle, Bloomington, Decatur, Springfield, Jacksonville, St. Louis, Cairo, &c.; at Galesburg with Northern Cross R. R. for Quincy, &c.; and at Burlington with Burlington and Missouri River R. R., with Packets for points up and down the Mississippi river.

8.45 P. M.—EVENING EXPRESS.—Making same connections as above.

NO TRAIN SATURDAY EVENING.

ONE TRAIN SUNDAY, 8.45 P. M.

BAGGAGE CHECKED THROUGH TO BURLINGTON AND QUINCY.

THROUGH TICKETS can be procured at all the principal eastern railroad offices and in Chicago at the Depot and at the Michigan Central R. R. office, corner of Lake and Dearborn streets, opposite the Tremont House.

SAM'L POWELL, Gen. Ticket Agent. O. G. HAMMOND, Gen. Sup't.

Philadelphia, Wilmington & Baltimore Railroad.

UNITED STATES MAIL ROUTE TO THE
SOUTH AND WEST.

Trains will leave the Southern and Western Station, corner Broad and Prime streets, Philadelphia, at 8.30 am. 12.45, 3 and 11 pm.

FARE BY THROUGH TICKETS TO THE SOUTH.

From New York	Wilmington	\$15.50
do	Norfolk	8.50
From Philadelphia	to Wilmington	14.00
do	do	6.50
do	Petersburg	9.00
do	Richmond	8.00

FARE BY THROUGH TICKETS TO THE WEST.

From New York	to Cincinnati	\$17.00
do	do	19.00
From New York	to Indianapolis	19.00
From Philadelphia	to Cincinnati	16.00
do	do	18.00

An extra charge will be made for meals and state rooms on board the boat.

GEORGE A. PARKER, Sup't.